

The City of San Buenaventura Downtown Redevelopment Plan Amendment & Boundary Extension

Final

Environmental Impact Report Environmental Impact Statement EIR 1487



Prepared for: The City of San Buenaventura Redevelopment Agency

UNIVERSITY OF CALIFORNIA



FINAL

ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

THE CITY OF SAN BUENAVENTURA DOWNTOWN REDEVELOPMENT PLAN AMENDMENT AND BOUNDARY EXTENSION

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The City of San Buenaventura Redevelopment Agency 501 Poli Street Ventura, California 93002

By:

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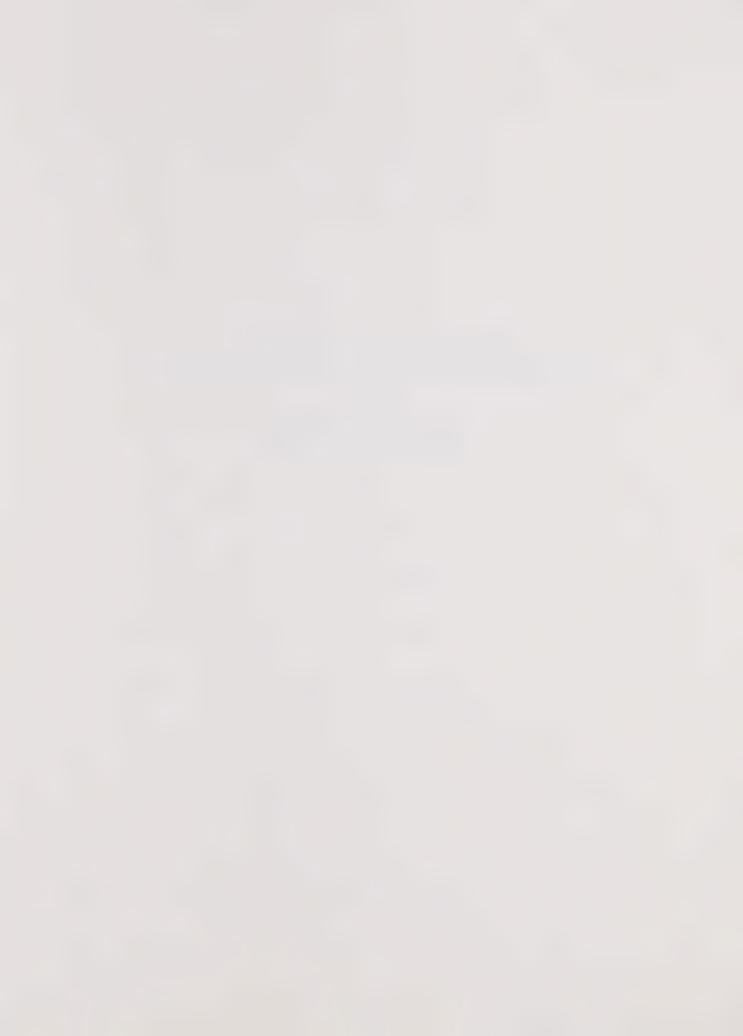
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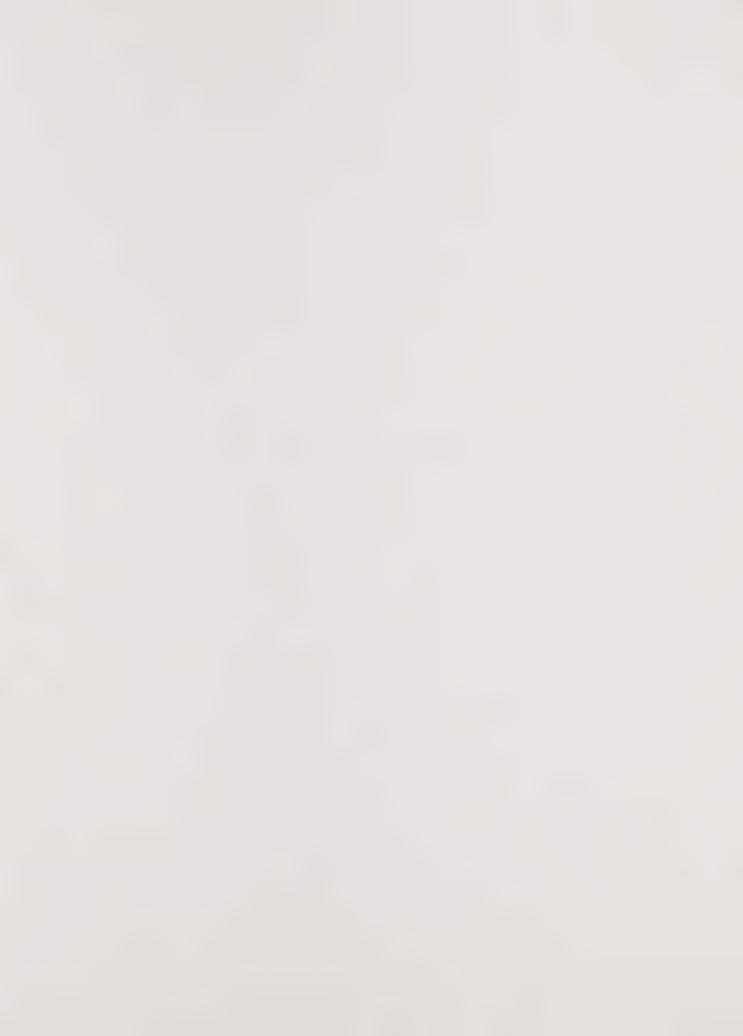
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CITY OF SAN BUENAVENTURA DOWNTOWN PLAN REDEVELOPMENT AMENDMENT AND BOUNDARY EXTENSION



1.0 INTRODUCTION



1.0 INTRODUCTION

1.1 Purpose and Format: EIR and EIS Requirements

Environmental Impact Reports (EIRs) are required under the California Environmental Quality Act (CEQA) when developments such as the proposed Redevelopment Plan Amendment are anticipated to have potentially significant effects on the environment. If Federal funds are to be used to implement the Plan, the National Environmental Policy Act (NEPA) standards for Environmental Impact Statement (EIS) preparation also need to be complied with and preparation of a joint EIR/EIS document is required. Because there is a potential that Federal Funds will be used to implement the Redevelopment Plan, an EIR/EIS was prepared. Site specific as well as regional and cumulative impacts are considered in the impact evaluation process. The purposes of an EIR/EIS are to identify the significant impacts of a project on the environment, to decide which of these significant effects can be mitigated or avoided, and to evaluate alternatives to the project. An EIR is intended to serve as an informational document for decision makers and the general public regarding the environmental consequences of a project.

In 1978, the Council on Environmental Quality (comparable to the Office of Planning and Research at the State level of government) coordinated implementation of regulations for NEPA compliance. Various Federal agencies have created specific procedures and guidelines for NEPA compliance. Applicable agency guidelines used for preparation of this EIR/EIS include Housing and Urban Development (HUD) standards and National Historic Preservation Act (NHPA) directives. These regulations (36-CFR-800, 24-CFR-Part 51(b), 24-CFR-Part 51(e), Notice 79-33), will be the covering guidelines for this document. In any case where CEQA and NEPA guidelines differ, the more stringent Federal standards for analysis and scope apply. CEQA case law has in some instances limited the scope of analysis for an EIR; study of socioeconomic effects, for example, is only weakly mandated in CEQA but is clearly required under NEPA if an undertaking has economic consequences that are adverse.

In addition, CEQA and NEPA differ in other respects. The primary topical subjects required under NEPA include Affected Environment, Environmental Consequences, and Alternatives to the Project. A NEPA statement also needs to clarify the Project Need much more clearly than a CEQA document. The most substantial differences between an EIR and an EIS concern the level of study devoted to Alternatives. NEPA requires a detailed analysis of both the project as proposed and a comparable analysis of all reasonable alternatives.

The impact assessment for this document has been divided into three sections: under the Critical Environmental Effects heading, issues are presented which have a significant bearing on the physical attributes of the proposed project. These effects are either environmental limitations which constrain the proposed project by limiting construction activities or project development (i.e., sufficiency of public water supply), or project constraints which limit the scale of a project. Critical environmental effects usually can be fully mitigated in a reasonable, feasible manner by instituting project phasing.

Under the heading Other Impacts, an analysis is presented of impacts which may be mitigated to acceptable levels without phasing future development. These impacts require planned mitigation (such as data recovery for cultural resources) or further studies (i.e., site specific geologic or soils studies).

Under the subheading Impacts of Substantial Controversy, those components of the project which generate substantial public interest and controversy will be presented. This subheading includes the aesthetic resource evaluation and safety and hazardous materials related issues.

The Planning Corporation believes this presentation of impact ordering best serves the public and decision makers when reviewing the environmental document for the project. By grouping the critical environmental effects in one section, a logical framework is established for analyzing project alternatives. In this manner, the alternatives analysis can draw on the critical environmental impacts section for direction in evaluating

alternatives. This impact ordering methodology also allows the reader to discriminate between those project components/impacts which under the applicant's proposal can be effectively mitigated to acceptable levels below adopted thresholds (Other Impacts) and those that cannot (Critical Environmental Effects) without project phasing.

The report writers have made maximum use of pertinent policies, guidelines, and existing reports and documentation to perform the impact assessment and design mitigation measures. Primary planning documents referred to include the Comprehensive Plan, Zoning maps, the Draft Community Design Element, and various land use planning and impact assessment guidelines. Copies of pertinent documents and guidelines are on file in the Community Development Department of the City of Buenaventura and the Public Library. Technical reports prepared for the applicant or for other adjacent projects which were used as baseline data for this EIR are also available for public review in the City Community Development Department.

This EIR/EIS has been designed to serve as a concise working document for decision makers, City staff, the general public, and the applicant. The document has been organized in the following format: there is an initial impact summary presenting the significant EIR/EIS findings in table and narrative form; these summaries are followed by a detailed project description. A thorough analysis of potentially significant impacts comprises the main text of the document. The report concludes with an analysis of alternatives to the proposed project.

1.2 Impact Classifications and CEQA Findings

Different categories of impact significance require various administrative actions by the decision makers at the time a project is approved. Conclusions about the significance of an impact are highlighted in **bold print** in the document. In the analysis to follow, several impact evaluation distinctions have been made. The different types of impacts that have been distinguished include:

- Class I = Significant adverse impacts which cannot be mitigated or avoided. A significant unmitigable adverse impact is a problem for which the consultant, the City, and the applicant have been unable to find a solution. These impacts require decision-makers to make findings of overriding consideration if the project is approved.
- Class II = Mitigable adverse impacts which can feasibly be mitigated or avoided. In these cases, the consequences of a project are considered sufficiently serious that some form of mitigation planning is needed. These mitigations can involve modifications to the project, changing the project design to avoid conflicts with environmental values, or performing data collection procedures prior to construction (such as archaeological salvage programs). Mitigable adverse impacts are problems for which solutions can be conceived and feasibly implemented. Decision-makers are required to make findings that impacts have been mitigated as completely as possible to approve a project with Class II impacts.
- Class III = Adverse impacts which are not significant. Insignificant adverse impacts describe the consequences of a project that are not sufficiently disruptive to require mitigation measures. Modest changes in the environment that have no serious consequences on the abundance or diversity of plant or animal life, for example, are usually classified as adverse but not significant. Minor changes in traffic flow, aesthetics, or air quality are other examples of insignificant impacts. There are factual tests recommended in the Appendices to CEQA that aid in this classification process.

1.3 Scope

On August 12, 1988, the City of San Buenaventura's Planning Staff reviewed an environmental assessment for the proposed project. The staff determined that an EIR/EIS was necessary to address potentially significant impacts on the environment.

The scope of the environmental analysis (partitioned by degree of impact outlined above) includes assessing the project's impact on the following:

Critical Environmental Effects

- * Traffic
- * Public Services

Other Impacts

- * Air Quality
- * Noise
- * Geologic Hazards
- * Cultural Resources

Impacts of Substantial Public Controversy

- * Hazardous Materials
- * Aesthetics and Visual Resources

Other required CEQA Sections included in the document are:

- * Growth Inducement
- * Irreversible Effects and Long Term -vs- Short Term Use
- * Beneficial Effects
- * CEQA Mitigation and Monitoring Requirements

The alternatives to the project that have been studied include:

- * No Project
- * Revised Text Language
- * Alternative Project Configurations

This EIR/EIS has been prepared by the **Planning Corporation** under contract with the City of San Buenaventura, the lead agency as defined by CEQA. The City sent a Notice of Preparation (NOP) to government agencies and concerned groups to solicit input regarding the content of the environmental document. Responses to the NOP, the Project Application, and a copy of the City staff's Environmental Assessment are presented in Appendix A.

1.4 Use of the Document by the City of San Buenaventura

Because this EIR/EIS is used to generate a comprehensive planning analysis prepared by City staff, it is essential that the information presented be accurate, complete, and timely. Therefore, this document is offered to the public, the applicant, and City staff as a draft statement about the environmental consequences of the project. Further investigations, revisions to the draft document, and additional studies and discussion may be necessary based on the outcome of the public review process for this report. The public review period concludes with a hearing held before the City's Environmental Impact Report Committee.

1.5 Legal Background to the Redevelopment Plan Amendment and Boundary Extension

The Downtown Redevelopment Plan was adopted on March 20, 1978 by Ordinance No. 78-13 and was thereafter amended on November 3, 1980 to include Block Q (Ordinance No. 80-30). Then, in July of 1983, the Plan was again amended (Ordinance No. 83-28) to change the land use designation in a part of Block D. The present application is the first major change in the Plan related to population density, creation of a mixed-use development district, and parking and building height modifications.

On July 18, 1988 the Redevelopment Agency formally initiated amendment of these changes in the Downtown Redevelopment Plan. The proposed amendments affected legal, fiscal, programmatic and land use elements of the Plan but did not change the boundaries of the project area. On September 12, 1988, the Project Review Committee of the Redevelopment Agency recommended that, as part of the amendment process, the Agency amend the Plan boundaries to include two new areas: one area includes Fix Way, and the properties on the north side of Fix Way, the second area includes the Texaco Tanks on Figueroa Street south of Harbor Blvd.

The Fix Way addition consists of seven parcels totalling about 34,000 sq.ft. The primary reason for including this area into the Redevelopment Plan boundary is that the Agency is now in the process of reviewing two proposals for redevelopment of Block J (the block immediately south of this area) and both proposals consider Fix Way, and the properties north of Fix Way, vital to the integrity of these projects.

The Texaco Tank site was also recommended for inclusion into the Downtown Redevelopment project area. The Texaco property includes three parcels (including one owned by the City) which total about 120,000 sq.ft. The site is designated "Planned Commercial - Tourist Oriented" on the future land use map. It is possible at some future time this property may not be needed as tank storage and thus could be converted by the Redevelopment Agency for visitor serving uses.

1.6 Programmatic EIR: Project Tiering

CEQA Guidelines encourage agencies to use a Program EIR in circumstances involving the implementation of a series of related projects. Use of the Program EIR allows the lead agency "to characterize the overall program as the project being approved at the time" ("Discussion" following Guidelines Section 15168). Such a document acts as an analytical superstructure for subsequent more detailed analysis. The Program EIR should identify probable environmental effects that can be identified with relative certainty; for those impacts that cannot be predicted without undue speculation, the agency can defer specific analysis until later points in the program approval or implementation process. Subsequent EIRs and negative declarations can incorporate by reference materials from the Program EIR regarding regional influences, secondary effects cumulative impacts, broad alternatives, and other factors (Guidelines, Section 15168, subd.(d)(2)). Subsequent EIRs need only to focus on new effects that have not been considered before (Guidelines, Section 15168, subd.(d)(3)).

"The program EIR can be used effectively with a decision to carry out a new governmental program or to adopt a new body of regulations in a regulatory program. The program EIR enables the agency to examine the overall effects of the proposed course of action and to take steps to avoid unnecessary adverse environmental effects" ("Discussion" following Guidelines Section 15168). This approach is proper for analyzing "a series of actions that can be characterized as one large project" and can be related either: (1) geographically, (2) as logical parts in the chain of contemplated actions, (3) in connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways (Guidelines Section 15168, subd. (a)).

A Program EIR must be both comprehensive and specific. It must concentrate on a project's long-term "cumulative" impacts, but must also contain enough detail to anticipate "many subsequent activities within the scope of the project." Such a thorough analysis can eliminate the need for later EIRs for some or many of these activities. "A Program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible" (Guidelines, Section 15168, subd. (c)(5)). The tiering approach adopted in this document has been designed to accomplish this objective.

The Program EIR provides the following advantages:

- o It provides an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action;
- o It ensures consideration of cumulative impacts that might be overlooked in a case-bycase analysis;
- o It avoids duplicative reconsideration of basic policy considerations;
- o It allows the lead agency to consider broad policy alternatives and mitigation measures early in the development process when the agency has greater flexibility to deal with basic problems of cumulative impacts; and
- o It allows reduction in permit process complexity (Guidelines, Section 15168, subd.(b)).

When preparing an EIR on a series of related projects, a lead agency can employ "tiering" in order to avoid repetitiveness, unnecessary expense, and premature speculation (Sections 21068.5, 21093, subd. (a); Guidelines, Section 15152). The first EIRs in such a series are broad and general in scope (such as those discussing the proposed adoption of general plans). They generally discuss broad environmental issues affecting a large physical area. Later EIRs or lower order environmental documents are usually narrower in scope (such as those discussing the adoption of "specific plans") and are often site-specific. These documents typically incorporate the earlier analyses by reference and add specific details regarding the particular projects in question (Section 21068.5; Guidelines, Sections 15385, subd. (a), 15152). Tiering is also appropriate where the lead agency has prepared an EIR on a specific action at an early stage and will prepare a subsequent EIR or a supplement to an EIR at a later stage. In such cases, tiering helps the agency "to focus on issues which are ripe for decision and exclude from consideration issues already decided on...." (Guidelines, Section 15385, subd.(b)).

The Legislature has decided that "environmental impact reports shall be tiered whenever feasible, as determined by the lead agency" (Section 21093, subd.(b); see also Section 21003, subd.(e)). "Tiering is needed in order to provide increased efficiency in the CEQA process. It allows agencies to deal with broad environmental issues in EIRs at planning stages and then to provide more detailed examination of specific effects in EIRs on later development projects that are consistent with or implement the plans. These later EIRs are excused by the tiering concept from repeating the analysis of broad environmental issues examined in the general plan EIRs." ("Discussion" following Guidelines Section 15385).

1.7 Consultant Revisions in the Plan Text: Mitigation Planning

The consultant has provided additional language to be included in the Redevelopment Plan Amendment text which would implement the recommended mitigation measures. Consultant recommended language modifications follow the discussion of each issue area and are titled, Recommended Modifications to Redevelopment Plan Text to Implement Identified Mitigation Measures. The wording to be added or revised in the Plan is referenced to the appropriate section of the Plan. This strategy should simplify the Agency's incorporation of mitigation measures. In some cases (such as Cultural Resources), revisions in the Plan language are the only mitigation measures recommended.

1.8 Data Base for the Impact Assessment

The map data base for the analysis was assembled using Version 10 of AutoCAD (latest version of this software) and a Lotus data base management program. The relevant topographic base maps (digitized by the USGS) were installed and parcel maps were transferred onto the USGS base map. Then, all relevant environmental variables (street system, flood plain maps, CNEL contour maps, etc.) were placed on the base map. The three dimensional coordinates of all topographic lines were also entered into the AutoCAD which permits three dimensional rotated mapping. The recently completed Comprehensive Plan Update EIR was used as a primary source document for most elements of the impact analysis.

The photographic data base describing the downtown area was established once all primary viewsheds were identified. Black and white and color photographs were taken from proper view corridor model locations and the bearings and distances between these photo-locations and the proposed building locations were entered into AutoCAD. Three dimensional maps and two dimensional cross-sections were created.

A parcel specific Lotus data base was also created which was keyed to the AutoCAD generated map of the Redevelopment Area. This data base was constructed using parcel map data, tax assessment roles, prior surveys of the Redevelopment Area, occupancy studies, and data on file in the Planning, Engineering, and Building Divisions of the City. This data base was reviewed, updated and corrected by Redevelopment staff on several occasions to assure accuracy. A summary of parcel specific information in the Lotus D-Base program is provided in Appendix C.

Once the parcel specific data base was in place and verified twice for accuracy, then the consultants reviewed plans to <u>implement</u> the proposed Amendment language on a parcel by parcel basis with City Planning and Redevelopment staff. The development objectives summarized in Table 3-2 comprised the data basis for the impact analysis associated with each phase of the project. As such, these development objectives were considered the "second tier" of the programmatic EIR analysis. Subsequent "tiers" of analysis may need to be conducted as specific development plans evolve for parcels within each block. However, the present evaluation was sufficiently comprehensive to be considered a worst case analysis; study of the effects of adoption of development plans for densities <u>less</u> than those described in this EIR/EIS can be treated as Addendums to this document making preparation of supplemental EIRs unnecessary unless project specific cumulative impacts exceed the worst case assumptions provided in the consultant's analysis to follow.

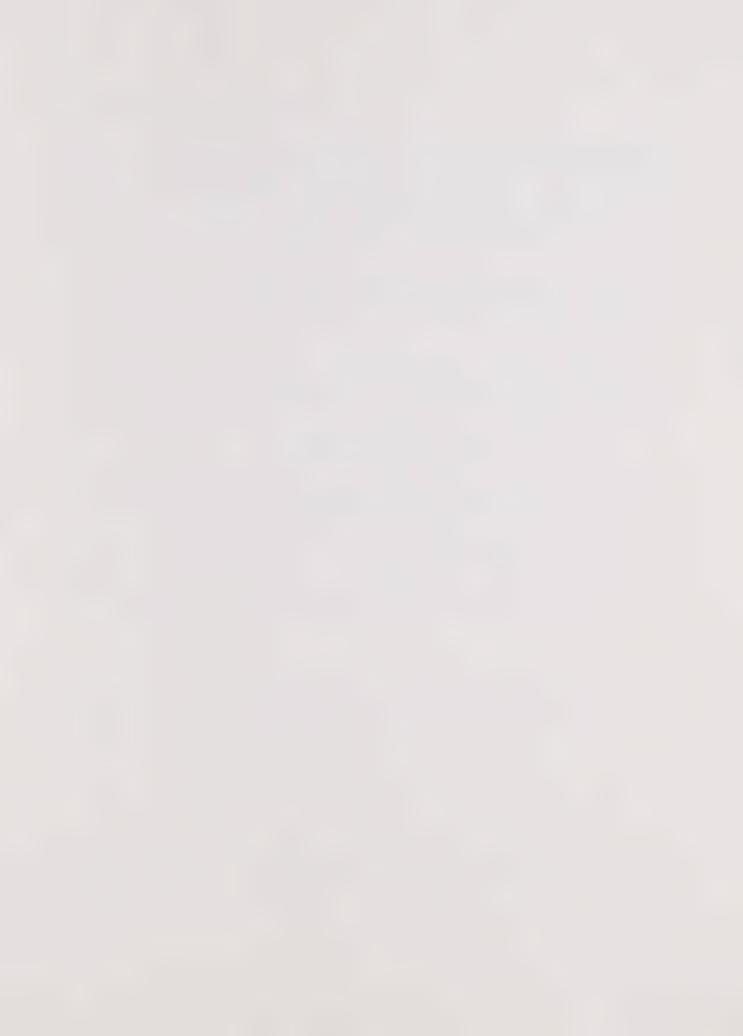
1.9 Revisions to the Draft EIR

The Final EIR was revised in response to written and oral comments received during the 45 day review period. The formal public hearing on the Draft document, which was and on February 8, 1990, was preceded by a community meeting (the Project Area Committee of the Redevelopment Agency) convened on February 1, 1990. In response to comments received, the following sections were revised:

- o Air Quality
- o Aesthetics and Design Guidelines
- o Public Services (water supply)
- o Alternatives

The revisions did not include changing any impact classifications or the addition of new alternatives for consideration. All comments received are presented in Section 14 of the Final EIR together with consultant responses to these comments. In order to distinguish changes made to the Final document, all text revisions have been italicized (except in the Summary Table).

2.0 SUMMARY OF IMPACTS



2.1 NARRATIVE SUMMARY

Project Description

The Redevelopment Agency of the City of Ventura City has initiated the process of updating and amending the existing Downtown Redevelopment Plan. The amendments currently proposed by the City are intended to facilitate an interrelated mix of appropriate land uses which could upgrade the Downtown area of the City, making it a more economically viable and attractive part of the community. The existing Downtown Redevelopment study area is bounded by Fix Way and Poli Street on the north, Harbor Boulevard and U.S. Highway 101 on the south, State Route 33 on the west and Palm Street on the east.

The project was partitioned into three phases to facilitate the analysis and proposed conditioning. Phase I accounts for all proposed development except the large proposal for a unified four block (E, L, M, & N) redevelopment program which was designated as Phase II. Phase III is the proposed transition of Texaco facilities south of the Highway of Figueroa. Phase III effects were included in the Phase I analysis of traffic and public services to assure accurate and early projection of the project's effects on these essential issues.

The study area was then subdivided into 21 separate blocks for the purposes of land use planning and environmental impact evaluation. The impact analysis was performed in two phases; Phase I examined buildout of the downtown area excluding a central, unified four block redevelopment concept for Blocks E, L, M, and N. The Phase II analysis examined the impacts of the four block proposal excluded from the Phase I analysis. Phase III (of the area south of U.S. Highway 101 to be added to the Plan Boundary) impacts were included in the Phase I impact assessment to assure that the evaluation described worst case conditions as required by CEQA.

The major changes to the existing Redevelopment Plan, originally adopted in March 1978, include increasing residential densities from 20 to 30 units per net acre in residential areas, and 45 units per net acre in Block "J". Increases in the permitted height of residential, commercial and office uses would extend allowed heights from three stories, a maximum of 35 feet allowed under the existing plan, to four stories, a maximum of 45 feet, except in Blocks "E", "L", "M", and "N" where elements of buildings would be permitted to reach six stories, or a maximum of 75 feet as long as the average height of the development is 45 feet. A new "Mixed Use-Commercial/Residential" land use designation for Blocks E, L, M, and N is proposed in the Thompson Boulevard/Santa Clara Street corridor between Garden Street and Palm Street. This new Mixed Land Use District is intended to combine commercial and residential uses.

The proposed plan also includes a boundary amendment which increases the Redevelopment Plan area by 3.2 acres by including Fix Way and properties north of Fix Way and oil storage tanks on Figueroa Street, south of Harbor Boulevard.

The consultant has recommended a number of changes in the Redevelopment Plan text to mitigate impacts to acceptable levels. These proposed Plan changes, additions, and deletions were assembled in the Alternatives section of the document for reference (see the Environmentally Superior Alternative). Throughout the document, text changes recommended by the consultant are presented as mitigation measures.

Project Consistency with Plans and Policies

The consistency of the proposed project with relevant policies contained in the City's Comprehensive Plan, Local Coastal Program, Hillside Management Program, and Zoning Ordinance was reviewed in detail in the Project Consistency with Plans and Policies section of the document. The Amended Redevelopment Plan language was found to be potentially consistent with nearly all City plans, goals, and policies. Inconsistencies

identified were relatively minor requiring only slight modifications to the proposed Plan language or amendments to Plan Map Legends. A complete summary of consistency findings is presented in Table 5-1 Summery of Consistency Analysis of Proposed Redevelopment Plan Text Amendments.

Critical Environmental Effects: Traffic Circulation and Public Services

The critical environmental effects section of the document discusses issues related to traffic and circulation, and public services which potentially have the greatest influence on the design and physical implementation of the project. The <u>traffic</u> evaluation determined that the Phase I developments (which includes Phase III traffic as well) would generate a total of 8,184 daily trips, 259 A.M. peak hour trips, 582 Noon peak hour trips, and 852 P.M. peak hour trips. Phase II would generate an additional 4,630 daily trips, 153 A.M. peak hour trips, 302 Noon peak hour trips, and 388 P.M. peak hour trips

The traffic generated by the Phase I would exceed the City of Ventura's Criteria for Traffic Impacts at three intersections within the study area and traffic generated by Phase II would exceed City thresholds at five locations.

Completion of the improvements scheduled to be funded by the City's traffic mitigation fee program within the study area would improve the existing and future operation of several of these intersections. Additional unfunded improvements would be required at the California Street/Thompson Boulevard, California Street/U.S. Highway 101 Northbound Off-Ramp, and Seaward Avenue/Thompson Boulevard intersections to mitigate the impacts of Phase I and Phase II. The improvement measures proposed for locations without scheduled improvements are relatively minor and can be accomplished through phased construction in tandem with gradual buildout under the proposed Redevelopment Plan.

Construction of cumulative developments within the study area would impact several intersections within and adjacent to the Redevelopment boundary. Completion of the improvements funded by the City's traffic mitigation fee program would adequately reduce some impacts. Additional unfunded improvements would, however, be required at the following locations: California Street/U.S. Highway 101 Northbound and Thompson Boulevard/Oak Street. The Redevelopment Agency would participate in the future in cumulative traffic mitigation planning in consultation with both City and State agencies.

The cumulative analysis also indicated that U.S. Highway 101 should eventually be widened to 8 lanes and that the section of Ventura Avenue north of Main Street should also be widened (from two to four lanes).

Public service impacts relating to the City's sewer system, and police and fire departments were found to be significant but subject to effective and complete mitigation. By requiring replacement of undersized sewer lines during the land development process, residual impacts to the City's sewer system would be avoided. The consultants evaluated the effects of the project on the local school system and parks and recreational opportunities. The effects of introducing additional school age population to the area were evaluated jointly with the local school districts. Impacts were determined to be insignificant. The project's impacts on parks and recreational opportunities were also determined to be relatively minor; nonetheless, several recommended measures were proposed to enhance the existing public and parkland space within the Redevelopment boundary. The anticipated 397 AFY project water demand can be provided with existing supplies under average rainfall conditions. Any future development would be subject to interior ordinances related to the current drought.

Other Impacts: Air Quality, Noise, Geologic Hazards, and Cultural Resources

Environmental issues relating to air quality, noise, geologic hazards and cultural resources were examined in detail to determine if the proposed amendment would result in significant resource related effects. Two separate air quality impact evaluations were performed; Scenario 1 was an evaluation using the maximum potential buildout under the Plan. Scenario 2 was based on more refined computer models and realistic trip generation factors derived from the traffic impact analysis. This procedure provided a range of potential air

quality effects. Using the more refined procedures, impacts were determined to be significant and unavoidable after the approval of 170 residential units and about 11,000 square feet of commercial space. The length of time between construction of the various phases of the project has some bearing on the ultimate air quality effects. Based on the APCD methodology, short term construction related <u>air quality</u> impacts were determined to be significant under a worst case full buildout analysis.

Noise impacts on residences proposed for Phase II were found to be potentially significant. These impacts could be effectively mitigated by requiring site specific evaluations and noise mitigation programs where exterior noise values exceed 60 decibels. Several design and planning mitigations were also conceived relating to building orientation, compatibility of uses, and other design measures. Significant geologic hazards including earthquake related hazards, landslides, and problems associated with soil stability were determined to be potentially significant but subject to effective mitigation. Cultural resource impacts were determined to be significant but subject to effective mitigation. The consultant recommended extensive revisions to the Redevelopment Plan text to reduce these impacts to acceptable levels. Most of these changes were oriented to bringing the Plan into compliance with revisions in CEQA made over the past several years.

Impacts of Substantial Public Controversy: Hazardous Materials, Visual Resources and Aesthetics and Quality of Life

The consultant conducted a systematic <u>hazardous materials</u> inventory and proposed measures for modifying the Plan text to assure that proper evaluation and disposition of hazardous substances is accomplished as redevelopment projects proceed. All of the hazardous materials identified in the project area were related to petroleum product storage.

A systematic <u>Visual Resources</u> analysis was performed on all five major public and one private view corridor in the Redevelopment Plan area. In addition, a computer simulation of controversial view corridor effects was prepared using a three dimensional model. Sample building elevations representing worst case conditions were rendered to evaluate effects. The height of existing horizon line viewshed obstacles (freeway and landscaping) are equal to or exceed the height of the proposed structures from viewscapes within the City. With adoption of proposed Design Guidelines discussed in the <u>Aesthetics and Quality of Life</u> section, impacts on the viewshed were determined to be insignificant. The consultant reviewed the existing architectural character of the community and proposed Design Guidelines to effectively mitigate potential aesthetic effects.

Alternatives

The consultant evaluated five alternatives to the project including No Project, Changes to the Proposed Project Configuration, Reduced Project Size, Alternative Locations, and the Environmentally Superior Alternative (revisions to the Plan text).

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, ALTERNATIVES, AND CUMULATIVE EFFECTS

CLASS I. SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS of the project for which the decision makers must issue a statement of overriding considerations under Section 15093 of the State CEQA Guidelines if the project is approved.

ISSUE DESCRIPTION OF IMPACT

Air Quality

Short term construction impacts could potentially exceed adopted thresholds using a full buildout analysis. Long term operational impacts (under Scenario 1 as discussed in the Air Quality section of the EIR) would exceed adopted thresholds using standard worst case analysis methodologies.

MITIGATION

Specific mitigation measures shall be applied on a case-by-case basis as recommended by the Air Pollution Control District (APCD). No feasible mitigation measures exist to mitigate long term (operation) emissions associated with increased residential automobile use. TRIM Plans could be used to partially mitigate increased vehicle trips associated with office developments. Projects will also be required to pay cumulative air quality mitigation fees.

RESIDUAL IMPACT

On full buildout, Redevelopment Plan would remain significant, although individual projects may be able to partially mitigate on a case-by-case basis.

CLASS II.	SIGNIFICANT ENVIRONMENTAL IMPACTS which can be mitigated for which the decision maker must make "findings" under Section 15091 of the State EIR Guidelines if the project is approved.			
ISSUE	DESCRIPTION OF IMPACT	MITIGATION	RESIDUAL IMPACT	
Traffic and Circulation	Thompson Blvd./Oak Street would degrade to a poor level of service with the addition of Phase II and cumulative traffic.	City Redevelopment Agency shall fund installation of a signal to be installed at this intersection when warranted.	Insignificant	
	Operation of northbound U.S. Hwy. 101 off-ramp at California Street currently provides poor levels of service (LOS D in A.M. LOS E in P.M.).	Reset signal timing for the Thompson/ California St. intersection shall be revised as part of Phase I.	Insignificant.	
	California St./U.S. 101 north bound off-ramp would operate at poor levels of service with the addition of Phase II traffic.	The City shall continue to monitor the delay experienced at northbound California St. approach. Install signals if unacceptable vehicle delays are experienced.	Partially mitigated until signalization, then fully mitigated.	
	Phase I would degrade Seaward Ave./Harbor Blvd. intersection from an existing LOS F (V/C 1.05) to LOS F (V/C 1.07) Phase II would degrade Seaward/Harbor to LOS F (V/C 1.07).	Installation of dual left-turn lanes on Seaward/Harbor southbound and east-bound approach. Left-turn lane striped at northbound approach improves level of service to LOS E. This mitigation is currently being implemented.	Partially mitigated until reconstruction of Seaward Avenue bridge and widening of Harbor Blvd., then fully mitigated.	

CLASS II.	SIGNIFICANT ENVIRONMENTAL IMPACTS which can be mitigated for which the decision maker must make "findings" under Section 15091 of the State EIR Guidelines if the project is approved.			
ISSUE	DESCRIPTION OF IMPACT	MITIGATION	RESIDUAL IMPACT	
Traffic and Circulation Cont.	Seaward Ave./Thompson Blvd. would degrade from LOS B to LOS C with the addition of Phase II traffic.	Developments in the Redevelopment area shall fund either the addition of dual westbound left-turn lanes, or install an eastbound right-turn lane.	Partially mitigated when funded, fully mitigated when constructed.	
Public Services (Sewer)	6" sewer lines are undersized- and would require replacement to 8" or 10" as individual developments are constructed.	Future development projects shall be assessed for sewer line design capacities. Replacement of 6" lines shall be required on a case-by-case basis.	Insignificant.	
Public Services (Police)	Full buildout of Redevelopment Plan would result in demand for two additional officers to City's police force.	Expected increase in population would require funding for one full-time officer for Phase I and one full-time officer for Phase II.	Insignificant.	

CLASS II. SIGNIFICANT ENVIRONMENTAL IMPACTS which can be mitigated for which the decision maker must make "findings" under Section 15091 of the State EIR Guidelines if the project is approved.

ISSUE	DESCRIPTION OF IMPACT	MITIGATION	RESIDUAL IMPACT
Aesthetics and Visual Resources	Future projects have the potential to adversely impact community aesthetics. Architectural Design Guidelines were conceived to guide the aesthetics of future growth and to minimize adverse impacts on quality of life. The proposed plan would reduce impacts compared to existing conditions. Construction of high density residential dedevelopment on Block J could potentially dominate adjacent residential uses and create significant impacts. Future construction would be required to be compatible with landscaping and architectural themes in the design guidelines.	Adoption of consultant recommended Design Guidelines proposed to be included in the Redevelopment Plan would reduce significant impacts. The Guidelines limitations on building height, designate step- back requirements, and other important design measures.	Insignificant.

CLASS II.

SIGNIFICANT ENVIRONMENTAL IMPACTS which can be mitigated for which the decision maker must make "findings" under Section 15091 of the State EIR Guidelines if the project is approved.

ISSUE

Noise

DESCRIPTION OF IMPACT

Noise from vehicles traveling on U.S. 101 could significantly impact residences proposed on Blocks E, L, M, and N. Residences proposed near major traffic corridors would be adversely affected by noise of 65 decibels or greater.

MITIGATION

Commercial uses should be concentrated on southern half of mixed use zone district; open space and building orientations should minimize southward exposure; balconies on E, L, M, and N at elevations adjacent to the Highway, which experience noise in excess of exterior standards, should be oriented north, west and easterly. Noise studies shall be required during site planning for all residential developments where noise exceeds 60 decibels; industrial and commercial uses near residential shall include noise mitigation.

RESIDUAL IMPACT

Insignificant.

Geology

Development on Blocks A and B would be within Alquist-Priolo Special Studies Zone. Blocks J, C, Q, H and I are in secondary fault hazard zone. There is the potential for strong groundshaking throughout the Plan boundary. This area is subject to liquefaction high groundwater, tsunamis, flooding and dam inundation. Landslide, subsidence and expansive soils exist in various areas.

No mitigation other than City Ordinance compliance is required. This Ordinance requires that geologic investigations focused on seismicity shall be required per Building Division standard condition. The City shall continue to participate in seismic sea wave warning system and construction of critical services (hospitals, fire stations, etc.) shall be located outside of tsunami hazard zone.

Insignificant.

	SIGNIFICANT ENVIRONMENTAL IMPAC 15091 of the State EIR Guidelines if the project	TS which can be mitigated for which the decision m is approved.	aker must make "findings" under Section
ISSUE	DESCRIPTION OF IMPACT	MITIGATION	RESIDUAL IMPACT
Hazardous Materials	There is the possibility that par- cels within the Redevelopment area may contain undetected contaminated soils, unregis- tered underground storage tanks, or contaminants on currently permitted hazardous waste gen- erators in the vicinity which could affect parcels proposed for redevelopment.	The Redevelopment Agency shall institute effective and thorough environmental auditing program at predevelopment stage, removal of all hazardous waste during construction and establishing a plan to phase out currently permitted hazardous waste generators with no new permits issued for such activities.	Insignificant.
Cultural Resources	Construction would result in direct impacts to historic and prehistoric archaeological sites and some impacts to historic and architecturally significant	The Redevelopment Plan text shall be amended to include Native American monitoring, documentation of historic structures prior to demolition, and changes in the data recovery procedures	Insignificant.

to mitigate impacts.

structures.

CLASS III. ADVERSE BUT LESS THAN SIGNIFICANT EFFECTS. **ISSUE DESCRIPTION OF IMPACT** Thompson Blvd./U.S. 101 southbound ramp would remain at good level of service, LOS A (V/C 0.56) with existing plus Phase I and Traffic and Phase II traffic. No mitigation measures are required even though impacts exceed thresholds. Circulation Full buildout of Phase I and II of the proposed Redevelopment Plan would create an additional 397.6 AFY water demand. However, the **Public Services** City's 1990 projected water supplies (+4,000 AFY) are adequate to serve the proposed development during average rainfall conditions. (Water) During drought conditions if interim ordinances are implemented, Redevelopment projects would be subject to development restrictions contained in these ordinances. **Public Services** City Wastewater Reclamation plant has reached 74.8% of design capacity. The Redevelopment Plan at full buildout would take an additional 1% capacity. The California Regional Water Quality Board would require plans for future expansion when 75% of design (Sewer) capacity is reached. **Public Services** Sufficient park land exists to meet the requirements of minimum population park acreage ratios within and adjacent to the park land assessment boundary developed for the proposed project and analyzed in this EIR. Nonetheless, several recommended measures were (Parks) proposed to enhance the existing public and parkland space within the Redevelopment Boundary.

Public Services (Drainage)

Existing street collection is capable of handling 10 year storm runoff, but 25 year flood event would cause backup problems at street drain collectors with loss of a portion of a right lane on adjacent streets.

Public Services (Schools)

Elementary schools in the project area may require readjusting jurisdictional boundaries and relocating portable classrooms to accommodate increased school aged population.

Visual Resources

View corridor impacts from hillside properties would not be significantly affected due to existing height of freeway (45 feet). The only elements that will project into the view corridor from hillside viewpoint would be tower features or other decorative elements.

SUMMARY OF CUMULATIVE EFFECTS Cumulative Effects

These impacts are presented to advise the decision-makers about regional and local effects to which individual projects contribute that cumulatively may have some potential to generate significant environmental changes. Mitigation of cumulative impacts usually requires the adoption of regulations or ordinances rather than imposition of conditions on a project-by-project basis.

The cumulative impacts of the project include:

- (1) Buildout of the Downtown Redevelopment Plan coupled with full cumulative development of all pending plus reasonably anticipated future projects would contribute to need for reconstruction of California Street/U.S. Highway 101 interchange. The Redevelopment Agency should work closely with the City of Ventura Traffic/Transportation Section to promote the placement of this project on the State Transportation Improvement Program (STIP) list. The Redevelopment Agency should pursue funding mechanisms to provide the necessary engineering and environmental studies.
- (2) Increased area-wide emissions resulting from traffic generated by the proposed project plus all other proposed projects in the County could adversely affect sensitive receptors and healthy individuals. The effectiveness and feasibility of mitigation measures to limit vehicle miles traveled and reduce associated RHC and NOx (precursors to ozone) emissions resulting from cumulative buildout is speculative.

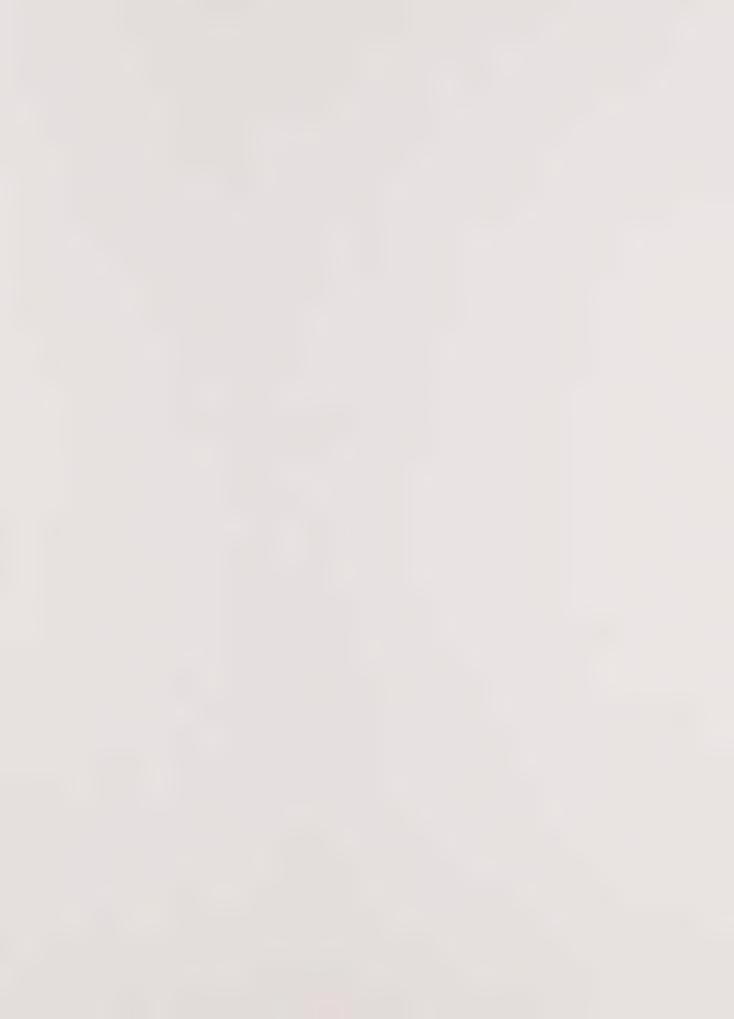
The demands for water generated by landscaping, and residential/commercial uses would cumulatively affect the City water supply by contributing to a long term supply - demand imbalance. Project waste generation would also be cumulatively significant because the project's waste would incrementally reduce landfill capacities.

Mitigation of the project's contribution to cumulative traffic, water supply, and waste disposal effects could be accomplished by requiring the following on a case by case basis:

- (1) Prior to issuance of building permits, the applicant shall dedicate separate collection facilities for aluminum, glass, cardboard, and newspapers in the refuse disposal area to mitigate cumulative solid waste generation impacts. Prior to final building inspection and before permission for occupancy is granted, these collection facilities shall be installed.
- Prior to issuance of building permits, the applicant shall modify the design of the project to include drought resistant landscaping selected from a City approved list of plant materials, in order to mitigate cumulative water demand impacts. Prior to final building inspection and the granting of permission for occupancy, and the drought resistant landscaping must be planted.
- (3) Prior to issuance of building permits, traffic mitigation fees shall be paid by the applicant, to mitigate cumulative traffic impacts.



3.0 PROJECT DESCRIPTION



3.0 PROJECT DESCRIPTION AND OBJECTIVES

CEQA and NEPA mandate that a Project Description be prepared which includes a number of specific components. As explained in the Introduction, a further complexity is created by use of the Tiered EIR option provided in CEQA guidelines. To satisfy all legal and format requirements, the following Project Description was prepared; it is more lengthy and comprehensive than Project Descriptions typically included in documents that must satisfy the requirements of either CEQA or NEPA independently. The PROJECT DESCRIPTION AND OBJECTIVES section reviews the amendment of the Redevelopment Plan text and adoption of revised and expanded goals for the Plan. This section also recommends proposed development phasing and summarizes how the language in the Plan will be implemented. The three phases of development to implement the Plan are outlined.

The second part of the Project Description, PROJECT IMPLEMENTATION, describes how the Plan language will be converted into actions on a block by block basis. This analysis comprises the second part of the EIR. The data base for implementation is described and a description is provided of how the Plan will probably be implemented in each block within the Plan boundary. The extent and intensity of development described is a "worst-case" analysis. Finally, the Project Description concludes with a statement of PROJECT NEED, a NEPA requirement. This discussion includes a history of development trends in the Downtown area, reviews the Redevelopment Agency's history and activities, and concludes with a need statement.

3.1 PROJECT SYNOPSIS

The project synopsis summarizes salient features of the Amendment application. The synopsis satisfies informational requirements mandated by CEQA, including citation of discretionary actions necessary to implement the Plan.

Project Title:

City of San Buenaventura Redevelopment Agency

Downtown Redevelopment Plan Amendment

Case Numbers:

EIR-478 and EIR/EIS-1487

Assessor's Parcel

Numbers:

Refer to Appendix C for a complete list of parcels included within the plan

boundary.

Applicant Contact

Person:

Department of Community Development

Revitalization Division

Miriam Mack, Redevelopment Administrator David Valeska EIR/EIS Project Director

Landowners:

Refer to Appendix C.

Purpose:

The proposed amendments are intended to facilitate an interrelated mix of appropriate land uses which could upgrade the Downtown area and make it more economically viable and attractive part of the community. The major changes to the existing Redevelopment Plan, originally adopted in March 1978, include increasing residential densities from 20 to 30 units per net acre in residential areas, and 45 units per net acre in Block "J". Increases in the permitted height of

residential, commercial and office uses would extend allowed heights from three stories, a maximum of 35 feet allowed under the existing plan, to four stories, a maximum of 45 feet, except in Blocks "E", "L", "M", and "N" where elements of buildings would be permitted to reach six stories, or a maximum of 75 feet as long as the average height of the development is 45 feet. A new "Mixed Use-Commercial/Residential" land use designation for Blocks E, L, M, and N is proposed in the Thompson Boulevard/Santa Clara Street corridor between Garden Street and Palm Street. This new Mixed Land Use District is intended to combine commercial and residential uses.

Discretionary Actions:

o Comprehensive Plan Amendment

o Coastal Plan Amendment

o Amendment to Redevelopment Agency Boundary o Amendment to Downtown Redevelopment Zone

Project Location:

The existing Downtown Project area is comprised of 151 acres in the western portion of the City as shown in Figure 3-1, Location Map. It is located north of Harbor Boulevard at U.S. Highway 101, east of State Highway 33, west of Palm Street, and bordered by Fix Way and Poli Street on the north as shown in Figure 3-2, Proposed Redevelopment Project Area. The proposed boundary amendment increases the Redevelopment Plan area by 3.2 acres by including Fix Way and properties north of Fix Way and oil storage tanks on Figueroa Street, south of Harbor Boulevard.

Jurisdiction:

City of San Buenaventura

Zoning Designation, Comprehensive Plan, and Coastal Plan Land Use Designation: Provided in the Plans and Policies section

Planning Community:

Blocks A, C, D, E, F, G, K, L, M, N, O, P, R, S, T and U are located in the Downtown Community. Blocks B, H, I, J and Q are located in the Avenue Community.

Service District and Utilities:

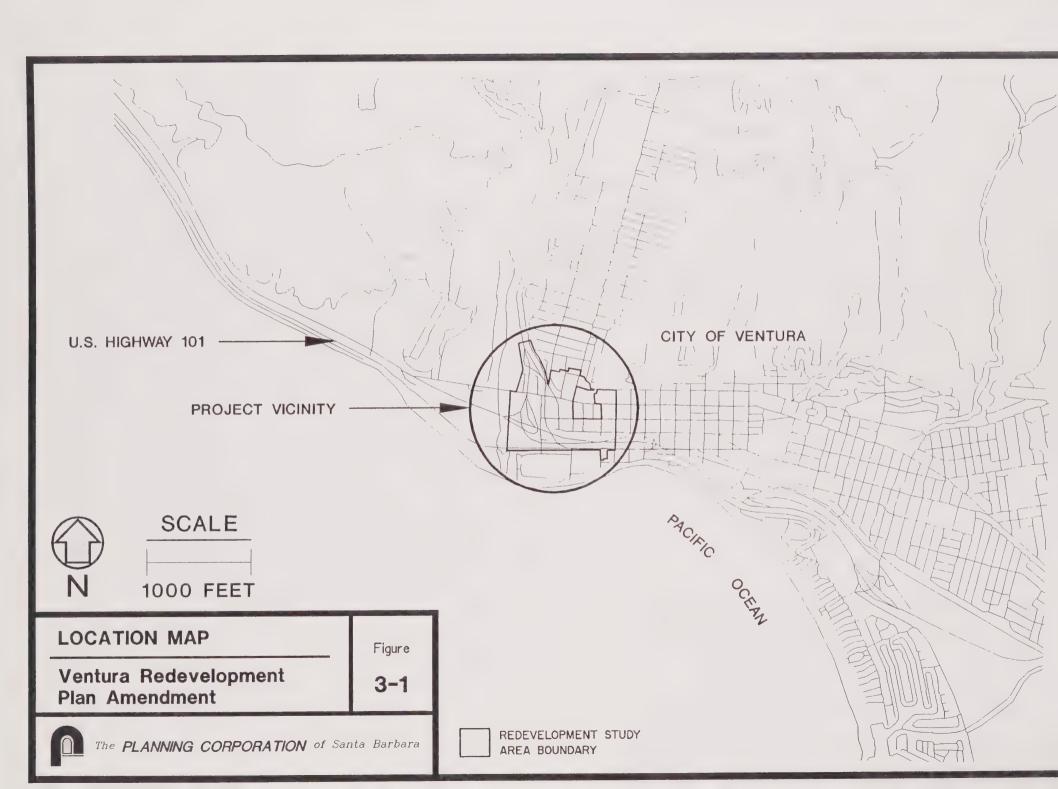
Water: City of Ventura Sewage: City of Ventura

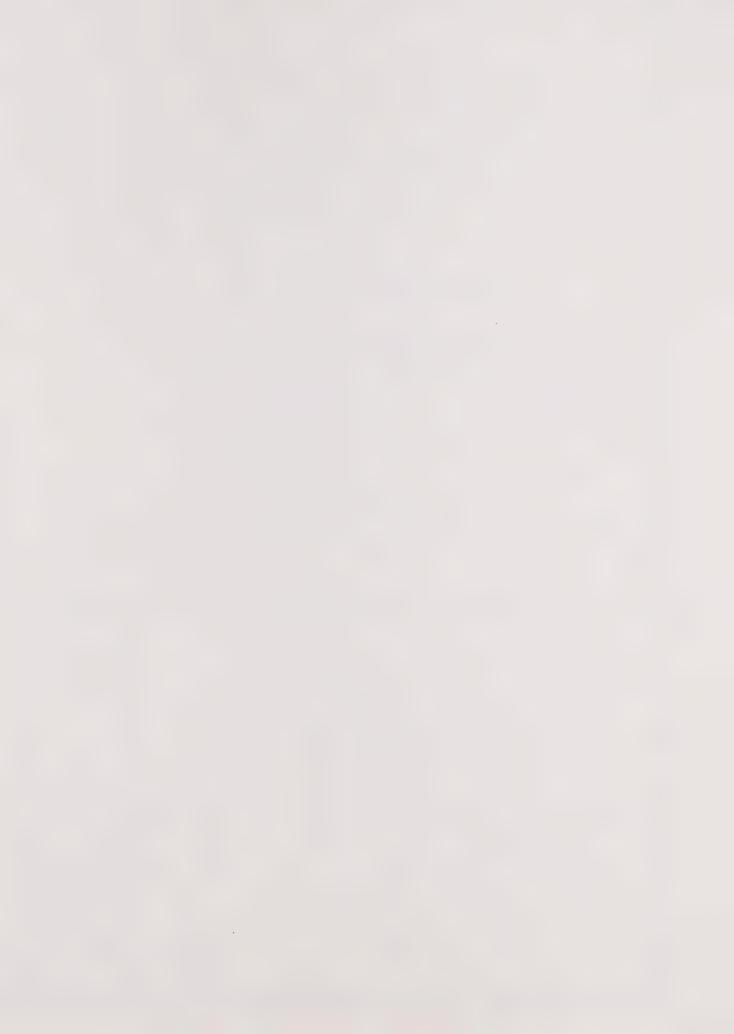
Solid Waste: Ventura Rubbish Services

Gas: Southern California Gas Company Electricity: Southern California Edison Company

Fire: City of Ventura

Project Area: 154.2 Acres









SCALE

500 FEET

PROPOSED REDEVELOPMENT PROJECT AREA

REDEVELOPMENT STUDY AREA BOUNDARY

Ventura Redevelopment Plan Amendment Figure

3-2



The **PLANNING CORPORATION** of Santa Barbara



3.2 Amendments to the Redevelopment Plan Text

Background

The Downtown Redevelopment Area was established in 1978 to provide a legal, fiscal and planning framework for implementing the State of California Community Redevelopment law. The Redevelopment Plan set forth eight specific objectives designed to upgrade, restore and preserve the core of the historic downtown portion of the City. This plan specifically encouraged the gradual elimination of industrial land uses within the Plan boundary and the encouragement of residential/commercial mixed use development. An EIR (EIR-478) was prepared on the Plan in 1978 and a supplementary study was completed when the Redevelopment Area boundary was modified. Since the Plan was completed, one major EIR was prepared (EIR-478 certified October, 1988) describing the environmental consequences of construction of the Mission Plaza retail center.

On July 18, 1988 the Redevelopment Agency formally initiated an amendment to modify the Downtown Redevelopment Plan. The proposed amendments altered aspects of the legal, fiscal, programmatic and land use elements of the Plan, but did not change the boundaries of the Redevelopment Area. Then, on September 12, 1988, the Redevelopment Agency recommended that the Agency consider amending the boundaries to include Fix Way and the properties on the north side of Fix Way and the Texaco Tank Farm and related facilities on Figueroa Street south of Harbor Blvd. This recommendation was approved. This EIR/EIS addresses both the text of the Redevelopment Plan Amendment and incorporation of new lands within the Redevelopment Area boundary.

The proposed project is an application to amend the language in the Redevelopment Plan. The entire text of the Plan, as proposed to be amended, is included in Appendix B. The basic changes in the Plan include modifications and amendments to land use intensity, provision for a mixed use designation, incorporation of land use map amendments, extension of the Plan to new properties, elimination of auto-related uses, provision for an increase in dwelling unit density, modifications to parking requirements, and other minor changes. Addition and deletions in the Plan presented in Appendix B are summarized in Table 3-1, Summary of Plan Text Changes.

Redevelopment Plan Goals in the Revised Plan Text

This EIR/EIS incorporates by reference into the project description the objectives of the Redevelopment Plan. As a Programmatic EIR/EIS, the intent of the document is to formulate mitigation measures compatible with implementation of the Plan which conform with these objectives. The stated Plan goals (as amended) are:

- (1) The elimination and prevention of the spread of physical blight and deterioration through redevelopment, rehabilitation, and conservation.
- (2) The elimination of certain environmental deficiencies including, among others, incompatible or obsolete land uses, small and irregular lot subdivision, inadequate street design, and over-crowding of dwelling units on small lots.
- (3) The removal of impediments to land disposition and development through the assembly of land into adequately sized and configured parcels.

TABLE 3-1 Summary of Plan Text Changes

Land Use Intensity

- o Increases residential densities from 20 units to 30 units per acre in the residential areas, and 45 units per acre in Block J.
- o Increases the permitted height of residential and office uses from 35 feet to 45 feet, except in Blocks E, L, M and N, where elements of buildings can reach 75 feet as long as the average height of the development is 45 feet.

Mixed Use

O Creates a separate new Mixed Land Use District, intended to combine commercial and residential uses in the Thompson Boulevard/Santa Clara Street corridor between Garden Street and Palm Street, (Block E, L, M and N).

Land Use Map

o Redesignates primary and alternative land uses on several blocks.

Extending the Plan

- o Increases the number of years that the Agency may use Eminent Domain to acquire property from 12 (expiring in 1990) to 24 (expiring in 2002).
- o Increases the total amount of tax increment to be collected from \$10,000,000 to \$20,000,000.
- o Increases maximum bonded indebtedness amount from \$4,000,000 to \$10,000,000 as well as time to encumber debt from 15 to 25 years.

Automobile-Related Uses

o Phases out auto related uses.

Art in Public Places

O Adds a new requirement for developers to provide sculpture and other art in locations visible to the public.

Non-Conforming Land Use

O Clarifies the method to be used to phase out existing land uses which do not conform to the Plan.

Maximum Number Dwellings

o Increases maximum permitted dwellings from 500 to 1000 units.

Parking

o Allows for modification of the Parking requirement in mixed use areas.

- (4) Development of policies regarding the appropriate use of land to stabilize the value of property. Provision of adequate facilities for community utilities and facilities including transportation, water, power, sewerage and other public facilities.
- (5) The provision of land for the development of residential, office service and neighborhood commercial, industrial and public uses. It is intended that these uses will strengthen and complement other developments in Downtown San Buenaventura and increase employment opportunities for local residents.
- (6) Development of planning, urban design and architectural criteria and standards.
- (7) The promotion of San Buenaventura's historical past and preservation of its historically significant structures and landmarks by revitalizing its existing developed areas which are or may become deteriorated, while placing particular emphasis on conservation and rehabilitation.
- (8) To change the pattern of land use in the Downtown area, relocating industrial use to more appropriate sites, and to create and encourage a desirable setting for medium to high density residential development as well as tourist oriented Downtown commercial uses.

The Amended Plan also proposes the inclusion of the following goal:

(9) To expand the supply of low and moderate income housing; to expand employment opportunities for the jobless, under-employed and low income persons; and to provide an environment for the social, economic and psychological growth and well being of all citizens.

As a Programmatic EIR/EIS, one of the basic objectives of the document is to provide guidance (in the form of guidelines and recommended mitigation measures) about how best to implement these goals in a manner consistent with the basic objectives of the plan. No mitigation measures have been conceived that compromise or conflict with the basic Plan objectives.

Guidelines for implementing Objective 6 are provided in the Aesthetics and Visual Resources section of the EIR/EIS. Similarly, Objective 7 implementation recommendations for new elements of the plan are included in the Cultural Resources element. A discussion of how Objective 4 can be preserved while still expanding the allowed density under the Plan is provided in the Public Services section. Objectives 1, 2, 3, and 5 are economic goals that are closely inter-related and are designed to be implemented through the complex process of negotiation, purchase, and construction characteristic of Redevelopment efforts statewide. Objectives 8 and 9 are directly related to the economic viability of the downtown core; these objectives are designed to encourage sufficient residential population growth within all economic segments of the downtown community to assure the viability of both mixed-use and retail/commercial undertakings that would be attracted to a more viable, economically stable downtown envisioned in the Plan.

Development Phasing: Implementing the Language of the Plan

The proposed Amendment language does not include any <u>specific</u> proposed development plans; the development and construction objectives provided in the implementing actions section to follow should be considered <u>models</u> of how new Plan elements would be implemented, not detailed proposals. Therefore, further environmental and discretionary review will be required on a case by case basis as proposals for future land uses within the Redevelopment Area evolve.

The analysis of the effects of the Plan Amendments on some resources (such as water supply, schools, and other public services) can be estimated with considerable precision without complex modeling. However, traffic and air quality effects can only be predicted accurately by generating land use models that are representative of future uses. Once estimates of future square footage and associated population density are conceived, then impacts on the street system and air quality can be predicted with a high degree of certainty. This approach has been adopted in this case. A worst-case analysis has been conceived so there is no underestimation of the Plan's effects on the local street system.

Phasing Recommendations

Study of the environmental impacts of the Plan has been organized around a three phase development program. The phasing discussed in the document has been devised to enable independent evaluation of different components of the project. The recommended phasing is not a formal component of the project description. The time periods discussed in the phasing proposal described below are only considered estimates of future buildout years.

Phase I (to be implemented between the present and 1995) allows for buildout of projects under the amended Plan on all blocks except E, L, M, and N; Phase II (to be implemented after about 1995) concerns the core redevelopment program planned for Blocks E, L, M, and N located adjacent to the Highway 101 corridor and Phase III (period of implementation unknown but probably after the year 1995) is directed to expansion of uses in areas south of Highway 101 included in the Plan boundary. This expansion is dependent on the relocation of oil industry facilities. To assure compliance with a worst case analysis of the project's effects, the traffic, air quality and public service impacts of Phase III of the project are included in the Phase I analysis.

The recommended phasing is advisable for a variety of reasons. Implementation of a large scale mixed-use development on E, L, M, and N (when coupled with cumulative increases in traffic) may require improvements to the Thompson Avenue-California Street - Highway 101 interchange that will require funding commitments that need to be planned over the next decade. The need for traffic mitigation planning is contingent on the rate of approval of cumulative projects that may be implemented which are located outside of the Redevelopment Plan boundary. The traffic analysis in the EIR indicated that construction on Blocks E, L, M and N could be accomplished without major reconstruction at this interchange. However, the City could still pursue an improvement program for this location which would ultimately result in an improved level of service compared to existing conditions. However, no major improvements are needed to implement any components of the Plan.

The mixed-use Block E, L, M, and N development would also potentially be more satisfactorily accommodated upon acquisition of State water. However, all phases of the Redevelopment Plan could be implemented without additional water supplies as long as established growth limitations on residential development remain in place and population growth restrictions are not modified. Full cumulative development of the City as described in the recent Comprehensive Plan Update EIR would be difficult to accomplish without the addition of at least 10,000 acre feet per year of allocated State water to the City's inventory of supplies. The Comprehensive Plan water analysis was based on average supply conditions and as the current drought indicates, some City water sources periodically produce less than average volumes.

3.3 Downtown Redevelopment Plan Implementing Actions

The developments proposed for each phase of the implementation are summarized in Table 3-2, Downtown Redevelopment Plan Implementing Actions. These actions range from very likely undertakings to rather vague, undefined plans. In cases where plans are poorly resolved at this time, a worst case, maximum height and density was evaluated. For example, during the past several months, a proposal has been submitted to the Redevelopment Agency to construct a residential development on Block J at 28 units per acre; the EIR/EIS analysis considers a worst case condition of 45 units per acre. If the size of any proposed project analyzed in this EIR/EIS is increased, no further impact assessment should be required in the future unless

TABLE 3-2 Downtown Redevelopment Plan Implementing Actions

PHASE I

Block Project Description: Probable Construction and Proposed Uses

A. Block A, situated within the Coastal Zone boundary, is located in the Downtown Community.

The proposed projects in this area include new commercial uses and a community center controlled by the Mission. The community center would replace existing unreinforced masonry buildings on APN 71-194-090, 71-194-100, 71-194-200 AND 71-194-220. If necessary to assure safety from earthquake hazards, the Holy Cross School on 71-194-014 would be rebuilt. The City parking lot behind the Top Hat restaurant is currently leased and could be developed. The Mission and gift shop would not be altered. The height of new uses could be 3 stories; however in order for new buildings to be in scale with historic structures, the consultant has assumed a height limit of two stories in Block A. The net additional square footage which could be developed under the Redevelopment Plan was estimated to be 20,825 square feet.

The proposed land use is Commercial/Institutional Alternate.

B. Block B is located in the Avenue Community. The Coastal Zone boundary bisects this area.

The existing plan for this block would permit 20 units per acre. The proposed plan would allow up to a maximum of 30 dwelling units per acre on Block B. Parking would be provided onsite. The consultant assumed that 45 residential units would be developed and 13 units would be demolished, for a net change of 32 additional residential units. Residential uses at 30 units per acre were assumed on APN 71-191-030, 71-191-040, and 71-190-050; however, maximum densities over the eastern portion of the block would probably not be achieved due to steep topography.

The proposed land use is Commercial on the northern half and Commercial/Residential Alternate on the southern half of the block.

C. Block C lies within the Coastal Zone boundary and is located in the Avenue Community.

The proposed projects in this area are limited to potential replacement of commercial uses located on APN 71-260-05 and 06. The balance of the block is built out with the Mission Plaza Shopping Center including a row of commercial buildings behind the center. No net change in leasable floor area was anticipated.

The proposed land use designation is Commercial.

D. Block D is within the Coastal Zone boundary and is located in the Downtown Community.

The proposed projects in this area include primarily commercial expansion with joint use of parking lots. Forty-eight recently constructed residential apartments (Garden Estates) currently exist in this area and would remain. On APN 73-021-14 (Dustin Howard), rehabilitation of existing uses is planned. On APN 73-021-04, -05, and -06, the existing uses would remain, but there is a potential for a 4,000 square foot building addition to parcel -06. There is also a possibility that a 4,000 square foot building would be built on parcel 073-021-17. The net increase in commercial square footage was estimated to be 8,000 square feet.

The proposed land uses for this block are Commercial-Residential Alternate on the eastern portion of Block D (Garden Estates, a 48 unit apartment complex exists here); Institutional-Commercial Alternate on the southwestern corner (the Southern California Edison Company is located in this area); and, Commercial uses are located on the northern portion of Block D. Projects in this commercial expansion area would be developed as soon as approvals can be obtained from the City (1989).

F. Block F is located in the **Downtown** Community and lies within the Coastal **Zone** boundary.

The projects in this area would be commercial or office uses estimated at 23,238 square feet (net change). West Santa Clara Street between Blocks R and F, west of the SPRR tracks would be abandoned. Three existing residential units would be demolished.

The proposed land use is Commercial/Residential Alternate; however, residential uses are unlikely to be developed in this area.

Block F is scheduled to be developed in the near future (1990-1991).

G. Block G is located in the **Downtown** Community, east of the SPRR tracks. This block is within the Coastal Zone boundary.

Projects in this area include an approved, under construction, 15,000 square foot Texaco office building. Parcel 73-012-100 has been recently developed as a neighborhood commercial shopping center to complement the Mission Plaza Shopping Center. Existing uses on parcel 73-012-010 (Looman) may be demolished and rebuilt with commercial uses. Due to the scale of existing newly constructed buildings, the height of any new structures was assessed to be limited to two stories.

The proposed land use is Commercial.

H. Block H is located in the Avenue Community. It lies within the Coastal Zone boundary.

The projects in this area include commercial expansion; however, existing Light Industrial uses would be encouraged to mitigate hazardous materials uses on their properties.

The proposed land use on the north half is Commercial/Industrial Alternate; on the southern half the proposed land use designation is Commercial. The consultant assumed a net increase in commercial/industrial square footage of 16,720 square feet and demolition of two residential units.

I. Block I is located in the Avenue Community. It lies within the Coastal Zone boundary.

The projects proposed in this area consist of refurbishing existing light industrial uses. Removal of an existing key lock gasoline station and wholesale oil distributor is anticipated on APN 71-174-15. Replacement and/or intensification of uses would be proposed as commercial. Due to the scale of structures in the area (e.g., Ortega Adobe), only two stories of new construction are anticipated.

The proposed land use designations are Commercial/Industrial Alternate on the northern portion; Commercial uses on the southern portion; Institutional/Commercial Alternate (Ortega Adobe) on the southern portion; and Commercial on the portion of Block I which lies east of the SPRR tracks. A net increase of 10,159 square feet of industrial uses were estimated in this area.

J. Block J is located in the Avenue Community. The southern portion of this block lies the Coastal Zone boundary, the area above Fix Way is outside of the Coastal Zone.

As part of the amendment to the existing Redevelopment Plan, the City of Ventura's Redevelopment Agency proposes to annex the portion of this block north of Fix Way to the redevelopment area and abandon the existing roadway to allow unified development to occur on the block as a single entity. The project proposed in this block was estimated at a maximum of 180 residential condominium over subterranean parking. Several schematic site plans have been submitted by developers for this block. The existing commercial and industrial square footage (estimated at 110,000 square feet) would be demolished under the scenario studied in the document.

The proposed land use designation is Commercial/Residential Alternate. Completion of construction on this block is anticipated in 1991. A conceptual development plan showing fewer units for Block J as amended has been submitted to the Redevelopment Agency.

K. Block K is located in the Downtown community. It lies within the Coastal Zone boundary.

The projects proposed in this area would be light industrial.

The Caltrans property on APN 73-107-07 would remain unchanged. A net increase of 9,549 square feet of light industrial space was estimated in this Block. An existing single family home would be removed.

The proposed land use designation is Industrial.

O. Block O is located in the **Downtown** Community. It lies within the **Coastal Zone** boundary.

The proposed projects in this area include general commercial uses facing East Thompson Boulevard. Due to the narrow size of the parcels which back up to the U.S. 101 freeway, it was assumed that providing onsite parking would limit the maximum size of future buildings to two stories. The estimated square footage which could be developed was estimated to be 16,363 square feet.

The proposed land use designation is Commercial.

P. Block P is located in the Downtown community. It lies within the Coastal Zone boundary.

Block P is referred to as the Peirano Block. It is an area of potentially significant historic and archaeological remains concerning Chinese occupation. A commercial use compatible with the history of the area may be developed in this Block. Uses to be removed include approximately 4,000 square feet of warehousing and 5,100 square feet of commercial uses. Due to the existing scale of structures on East Main, the consultant assumed a height limit of two stories.

The proposed projects include demolition and refurbishment of existing Commercial uses. There was a net decrease of 5,100 square feet assumed for Block P.

The proposed land use designation is Commercial. Refurbishment and construction of additional retail commercial uses are scheduled in the near future (1989-90).

Q. Block Q is located in the Avenue Community. The Coastal Zone boundary bisects this block.

Development in this area would be residential at 30 units per acre. The consultant assumed that the existing 20 apartments and 8 single family homes would be replaced with higher density housing for a net increase of 24 residences.

Residential uses are anticipated in this area; however, the land use designation is Commercial - Residential Alternate, so commercial uses could also be developed.

R. Block R is located in the **Downtown** Community. It is located in the Coastal Zone.

The Great Pacific Ironworks (Lost Arrow Corporation) requests more customer parking in this block. Proposed projects in this area would be commercial; however, existing industrial uses could remain. The consultant assumed that an additional 21,466 square feet of general commercial uses could be developed in Block R. Block R and Block G are adjacent, but separated by the Southern Pacific Railroad tracks. The possibility of closing off the SPRR spur was discussed, but appears infeasible due to a high pressure oil transmission line installed in this location.

The proposed land use designation is Commercial-Industrial Alternate.

S. Block S is located in the **Downtown** Community and is located in the **Coastal Zone**.

Proposed development in this block is limited to an existing public parking lot owned by the Lost Arrow Corporation and the Redevelopment Agency. This Block is located in a scenic corridor. Should the Lost Arrow Corporation decide to sell the property, the Ventura Redevelopment Agency has the first right of refusal to acquire it. No expansion of use is anticipated.

The proposed land use designation is **Institutional-Commercial Alternate**.

T. Block T is located in the Downtown Community. It lies within the Coastal Zone boundary.

The projects in this area would include demolishing an existing restaurant and replacing it with commercial uses estimated at a net increase of 1,706 square feet. An archaeological site exists in this block that would be developed as a park.

The proposed land uses are Commercial on the western quarter of the block with Institutional-Commercial Alternate on the remaining portion of Block T.

PHASE II

Block Project Description: Probable Construction and Proposed Uses

E. Block E is within the Coastal Zone boundary and is situated in the Downtown community.

Development of Blocks E, L, M, and N are considered together as a planned mixed use revitalization project. Since there are no proposals available for review, the consultant developed a maximum buildout scenario based on an average height limit of 45 feet.

The projects on Block E are commercial, office and residential mixed use.

The proposed land use designation is Mixed Use Commercial/Residential. Block E would be developed in tandem with blocks L, M and N.

L. The proposed projects include the potential abandonment of Junipero Street and construction of a landmark building containing retail commercial on the ground floor with residential condominiums above. Block L would be developed in conjunction with Blocks E, M, and N.

The proposed land use designation is Mixed Use - Commercial/Residential.

M. Figueroa Street would be developed with Victorian homes relocated on the west side of the street to a Victorian walk. The balance of the site would be developed with commercial, and residential uses.

The proposed land use is Mixed Use - Commercial/Residential.

N. Block N would be developed with residential uses. The eastern portion of the block would remain as presently existing with senior housing, motels and bus station.

The proposed land use designation is Mixed Use - Commercial/Residential.

(table continued on next page)

Development Scenario Proposed for Blocks E, L, M, and N: Summary

Block	Proposed Land Use	Square Footage (1)	<u>Units</u>	Estimated Parking Area (2)	Estimated Parking Spaces (3)
Е	Commercial	25,000		35,000	100
	Office	32,000		33,600	96
L	Commercial	40,000		56,000	160
	Residential	83,776	68	35,700	102
M	Commercial	19,000		26,600	76
	Residential	59,136	58	30,400	87
N	Residential	98,560	66	_36,750	105
	Total	357,472	188	254,100	726

- (1) Average residential unit size is estimated at 1,232 square feet per unit. Total useable square footage on all four blocks (less existing uses to be retained) is 547,549 square feet.
- (2) To account for turning radius, driveways and median strips transportation engineers estimate the need for 325 square feet to 400 square feet per parking lot space. These calculations assume 350 square feet per space. Sometimes parking demand can be offset by planning for land uses that would use the same parking area at different times of the day. For example, an office building parking lot can be used at night as theater parking.
- (3) Parking Demand Rates

Office	4.0 spaces per 1,000 sq.ft. (per ordinance requirements)
Light Industrial	1.5 spaces per 1,000 sq.ft. (per ordinance requirements)
City Center	4.0 spaces per 1,000 sq.ft. (per ordinance requirements)
Retail Commercial	4.0 spaces per 1,000 sq.ft. (per ordinance requirements)
Condominium	1.5 spaces per unit

Note: Parking demand site planning will require use of two or three partially subterranean or multi-level garages to preserve open space requirements.

PHASE III

Block Project Description

U. The project area is located in the **Downtown** Community within the Coastal Zone.

The Redevelopment Agency proposes to expand its boundaries south of Harbor Boulevard to include the existing Texaco oil facility within the Redevelopment boundary. The uses on this site are forecasted to remain; however, the City's Local Coastal Plan designates this site for future tourist oriented uses. The consultant assumed that a 200 unit hotel would be placed on this site. The impacts of development on this block were included in the Phase I analysis; however, actual development of this site would occur at a much later time. The existing Local Coastal Plan designates the site as Planned Commercial - Tourist Oriented.

Once probable actions were determined for each block and phase, then the consultants entered this information into the computer data base, deducted the square footage of existing uses to be demolished on a parcel by parcel and block by block basis, and then totalled the net change in square footage for each land use type. This procedure enabled the deduction of existing square footage to be demolished from the evaluation of impacts. CEQA directs that proposed changes be evaluated in relation to existing conditions; thus, the deduction of current uses (and associated trips on the street system, air quality effects, etc.) from the proposed development on each parcel was incorporated into the computation of net changes in land use. This procedure required considerable field verification of current uses and occupancy. A summary of block by block land uses is provided in Figure 3-3 and Table 3-3, Proposed Redevelopment Project Area by Block. This table also presents the total net changes in commercial square footage and residential unit density associated with the Plan.

3.4 Project Need

NEPA mandates that a project need statement be provided in the Project Description. In compliance with this requirement, the following statement satisfies the agency's responsibility to clarify the need for the proposed project.

History of Development Trends in the Downtown Area

San Buenaventura is one of the oldest cities in the State of California. Established at the location of a densely populated native Chumash trading center in the latter part of the 18th century by Franciscan missionaries, Ventura became an important community during the Spanish occupation of what ultimately became the State of California. The early community (with a population of about three thousand persons) was largely settled within the boundaries of what now constitutes the Redevelopment Plan study area. Situated close to the Ventura River and native settlements, the early City was gradually transformed from a Missionary community to a small City. Through successive occupations by the Spanish, Mexicans, and ultimately Americans, the downtown area was gradually transformed into an important coastal California City. With the growth of transportation networks and the mining of petroleum, the agriculturally based community began to evolve and grow rapidly in the early twentieth century.

In the early 1920s, the river terraces and coastal plains north and west of the downtown area were transformed into small residential communities that supported coastal dependent agricultural and oil industry facilities. Gradual growth was punctuated by two periods of intense development: after World War II, the City's boundaries gradually expanded eastward and between 1965 and 1970, the pace of construction and infilling proceeded at a remarkable pace. As a consequence of the Statewide growth rate, management of the community's future size and form was instituted gradually through the mandates of Statewide planning efforts including such basic elements of current planning law as Comprehensive Plan requirements, environmental impact review, and Redevelopment Agency formation. By the late 1970s, all of the basic regulatory structures put in place to manage growth and promote orderly development had been established in local City government in Ventura.

After World War II, land use patterns throughout California changed dramatically as individual house ownership in well defined, economically stratified neighborhoods became the dominant pattern of residence. Linked by an extensive street system, these widely distributed neighborhoods began competing for commercial retail support facilities and businesses that had traditionally occupied the downtown area prior to the creation of suburbs after World War II. This fundamental change in residential patterns began a Statewide erosion of the viability of downtown areas. The economic effects of suburb competition on the downtown portion of Ventura, although less dramatic than in some communities in California, was nonetheless obvious and pronounced. The definition of "the marketplace" changed permanently throughout California in the 1940s; downtown areas were no longer the business core of the community.







REDEVELOPMENT STUDY AREA BOUNDARY

500 FEET

SCALE

PROPOSED REDEVELOPMENT PROJECT AREA BY BLOCK

Ventura Redevelopment Plan Amendment Figure

3-3



The **PLANNING CORPORATION** of Santa Barbara

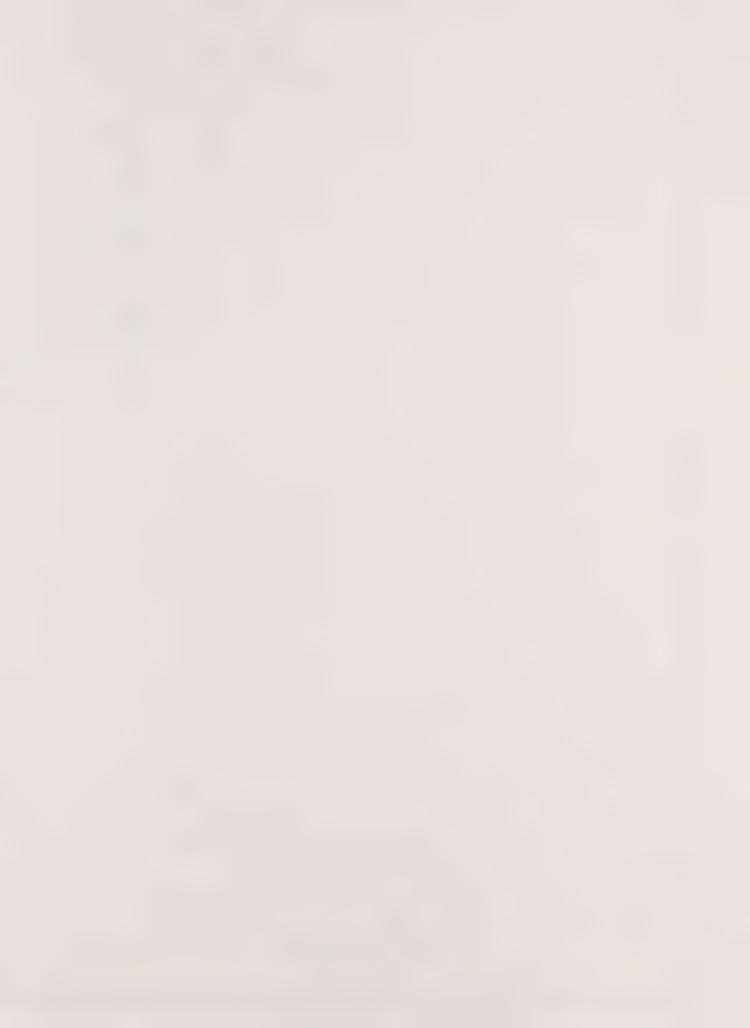


TABLE 3-3

PROPOSED LAND USE SUMMARY

BLOCK		NC	N - RESIDENTIA	AL	RESIDENTIAL			
PHASE I	EXISTING	EXISTING	PLANNED	INCREASE/	TOTAL RESULTANT	# EXISTING	INCREASE/	TOTAL RESULTANT
	SQ. FT.	DESIGNATION	DESIGNATION	DECREASE	SQUARE FOOTAGE	DWELLING UNITS	DECREASE	DWELLING UNITS
A	40,083	IC	IC	20,825	60,908	23	23	0
В	5,000	RC	CR	-5,000	0	35	32	67
С	98,000	С	С	0	0	0	0	0
D	36,250	CR-IC-C	CR-IC-C	8,000	44,250	48	0	0
F	13,277	CR	CR	23,238	36,515	0	-3	0
G	54,156	CI	С	11,132	65,288	0	0	0
Н	11,560	CI	C-CI	16,720	28,280	2	-2	0
I	15,000	I	CI-C-IC	10,159	25,159	0	0	0
J	110,000	C-I	CR	-110,000	0	1	179	180
K	5,000	I	I	9,549	14,549	1	-1	0
0	22,932	С	С	16,363	39,295	0	0	0
P	62,956	С	С	-5,100	57,856	0	0	0
Q	1,800	C-CI-REH	CR-REH	-1,800	0	28	24	52
R	107,395	CI	CI	21,466	128,861	0	0	0
S	0	IC	IC	0	0	0	0	0
T	4,670	C-IC	C-IC	1,706	6,376	0	0	0
PHASE II								
Е	29,803	CR	MU-CR	27,197	57,000	4	-4	0
L	83,542	CR	MU-CR	-43,542	40,000	0	68	68
M	34,648	IC	MU-CR	-15,648	19,000	0	58	58
N	10,582	CR	MU-CR	-1,882	8,700	119	66	185
PHASE III								
U	37,462	PCT	С	93,584	131,046	0	0	0

TOTAL: 261 633

The Redevelopment Agency: History and Activities

Responding to the shift of capital, investment, and population from the older downtown core to the surrounding recently created communities within the City, the City Council ultimately empowered a Redevelopment Agency to minimize the effects of post-war changes on the downtown community. The gradual succession of investment shift and population withdrawal from the downtown core was exacerbated by the creation of Highway 101 which increased the rate at which both businesses and the population retreated to surrounding, more easily accessible areas. The Redevelopment Agency was left with a very difficult problem related to highway construction: the old downtown area was effectively cut off from both the river and the sea; inadequate egress and ingress was planned compared to the intersections to the east; the elevated highway configuration and State Route 33 Interchange isolated parcels close to the highway and created undesirable sources of noise and pollution. In response, retail and commercial businesses relocated, rent values declined, the population relocated, and less desirable oil, auto, and industrial uses became predominant land uses. Fortunately, the City's government center remained to anchor this part of the community.

In response to these conditions, the Redevelopment Agency (formed in the 1960s) began conceiving a Redevelopment Plan for the downtown core. This plan has undergone several modifications and revisions. The Agency's efforts were initially concentrated on the beachfront; a tourist-oriented recreational complex was created which included an oceanfront promenade, a multi-level parking structure and beachfront housing, a high-rise hotel, and other minor amenities. With the creation of the Mission Plaza Park, the Agency undertook the first major project north of the freeway; this project included creation of two museums adjacent to the Mission, a park, motel, and restaurants. In addition, several apartments and condominiums were created around the new parks. In the late 1970's, the Agency created a Redevelopment Plan for the core downtown area. The Amendment of this Plan is the subject of the EIR/EIS. Once the initial Plan was adopted, the Mission Plaza shopping center was created and about 50 units of affordable housing were constructed.

Project Need Statement

In response to changes in planning occurring Statewide (such as the increasing popularity of mixed-use developments), the Agency has proposed a number of modifications to the Plan that are being evaluated in this document. These modifications include:

- o Creation of a unified mixed-use district on Blocks E, L, M and N;
- o Phasing out of auto and industrial uses;
- o Increasing density of both population and commercial uses;
- o Elimination of non-conforming uses;
- o Parking requirement changes to credit mixed use project parking demands;
- o Extension of the Redevelopment Plan boundary; and
- o Increasing building height limitations.

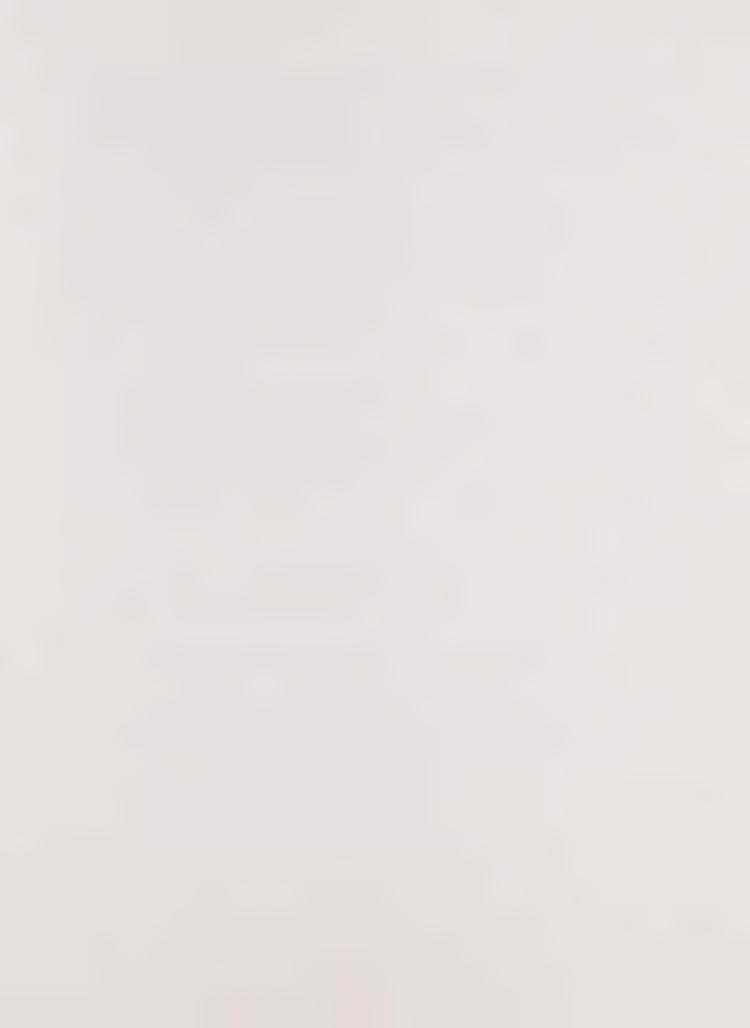
The need for these changes is based on an accelerated commitment to the Agency's adopted goals and on a revised understanding of the problems and opportunities in the downtown area. The underlying issue resulting in a number of proposed changes concerns the incompatibility of industrial and residential-commercial uses. The Agency ultimately needs to relocate most of the petroleum facilities and auto related industries operating in the Plan boundary; the processing and use of toxic, hazardous, and industrial products is not compatible with residential uses. The storage and distribution of these substances and materials is not advisable in residential areas according to both State and Federal regulations and guidelines.

The creation of a mixed-use district is needed to develop the E, L, M and N core area. Because the highway is so elevated adjacent to these four blocks, to achieve a satisfactory height that would encourage residential/commercial uses in this area, the height limitations in the existing plan need to be modified. Moreover, because of high groundwater in this area, it is economically infeasible to create adequate subgrade parking; this problem also contributes to the need for a modification of present height limits. Increasing the allowed population (residential unit) density within the Plan Boundary is necessitated both because the total area to be included in the Amendment boundary is being expanded and because market studies suggest that a minimum population base is necessary to achieve a satisfactory and viable retail base for the downtown community. In addition, to offset the carrying costs of affordable housing construction, an increase in density is required.

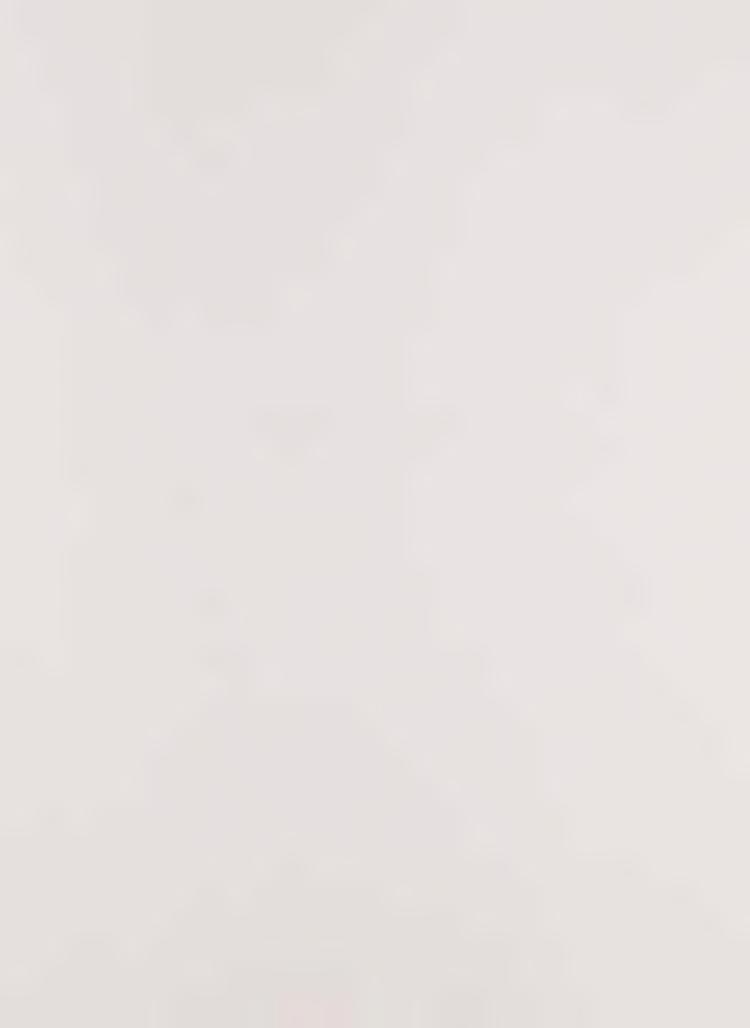
The creation of a mixed-use district on Blocks E, L, M, and N is the most intelligent option for redevelopment of this portion of the Redevelopment Area. By incorporating contiguous blocks into one master planned development, open space can be maximized, setbacks between uses can be achieved, building size and orientation can be modified creatively, and the scale of the project would be sufficient to attract developers with substantially more experience and resources than would otherwise be possible.

There is clearly a demonstratable need for the proposed changes in the Plan. These changes will result in substantial community benefits including:

- o The creation of additional affordable housing;
- o The integration of existing open space with new planned uses;
- The elimination of uses incompatible with residential occupation of the downtown core:
- o The attraction of capital, investment, and new population to a portion of the City currently experiencing a decline in economic viability;
- o Solution of some existing traffic circulation problems; and
- o The adoption of design standards and guidelines to assure that a visually and aesthetically integrated downtown community is created.



4.0 AFFECTED ENVIRONMENT



4.0 AFFECTED ENVIRONMENT

4.1 Regional Setting and Physical Environment

Location and Characteristics: The City of Ventura

Ventura is located in western Ventura County along the coast of the Pacific Ocean (see Figure 3-1). U.S. Highway 101 provides regional access to the City from Santa Barbara and Los Angeles Counties. State Route 33 provides a connection with the Ojai Valley, and State Route 126 links the City with Santa Clara Valley. Secondary access is provided from the Ojai Valley by Ventura Avenue, from Oxnard by Victoria Avenue, and from Santa Paula by Foothill and Telegraph Roads. The City is situated on a plateau or terrace located between the foothills and the Santa Clara and Ventura Rivers. Portions of the City extend north into the foothills. Topography of the terrace varies in elevation from 20 feet above sea level near the coast to 400 feet near the base of the foothills. The Redevelopment Plan area is adjacent to the Ventura River and the coast.

Open lands and agricultural properties surround the City separating it from nearby communities, although small, unincorporated residential subdivisions exist along Ventura Avenue north of the City limits. The City's western limits (where the Redevelopment Area is situated) are bounded by the Ventura River and terraced foothills. The Ventura foothills border the northern City limits and the eastern boundary in the Ventura Avenue area. Agriculture (primarily grazing) and oil (some mining) activities are the only land uses in the foothills outside of the City limits. Agricultural uses (mostly citrus/avocado orchards) border on the east separating the City from Santa Paula, 8 miles to the northeast. Agricultural uses (orchards and row crops) and the Santa Clara River border the southern City limits, separating Ventura from Oxnard; however, Ventura and Oxnard share a common boundary at the river mouth. The ocean borders the City on the southwest.

The Ventura Downtown Redevelopment project is generally located in the southwestern portion of the City bounded on the south by Highway 101, on the west by Highway 33, on the north by Park Row Avenue and on the east by Palm Street. This portion of the City is referred to in the Comprehensive Plan as the Avenue and Downtown Communities.

Scenic Resources

The Ventura foothills provide a scenic backdrop to the City and in certain areas, scenic vistas of the City, ocean, Ventura River valley, and Oxnard coastal plain. Much of the foothills are used for grazing, and vegetation consists of annual grasses with scattered pockets of coastal sage scrub. The visual diversity of the foothills is defined by the moderate variations in topography and the extensive visual open spaces, augmented by the seasonal color contrast of the annual grasses from winter/spring to summer/fall. Some residential development extends onto the flanks of the hills providing panoramic views from many homes. Grant Park above City Hall provides a public vista point in the Redevelopment area with views of the Ventura River valley and the Oxnard coastal plain.

4.2 Historic and Cultural Setting

A number of significant historic resources exist within the project area. These include local, State and National Register Landmarks and Landmark districts. The City owns several historic properties operated as sites open to the public and run by the Parks and Recreation Department. Significant sites include the Mission San Buenaventura (not owned by the City), Ortega Adobe, Albinger Archaeological Museum, and other recorded archaeological sites in the downtown area. The City also owns the Dudley House, but leases it to the San Buenaventura Heritage Commission who will operate it as a house museum after its restoration is completed. These sites and a number of other designated historic City Landmarks/Districts and points of interest are discussed in detail in the Cultural Resources section of the EIR/EIS.

The City has established policies that encourage preservation of historically and architecturally significant buildings. With the preservation of such resources and the elimination of land use conflicts, the downtown area could become a viable residential and commercial area once again. In order to call attention to the historical significance of the entire Downtown area, an "H" (Historical) overlay is attached to the Downtown Planning Community, indicating that the consideration of historic resources is of major interest in land use changes and other City actions.

There are designated archaeological sites in the Downtown area and there is undoubtedly potential for the discovery of additional sites. The private and public development in the area should be made to mitigate the effects of development on these sites. Furthermore, the general historical character of the Downtown area should be preserved and in some instances restored through private and public development.

4.3 Avenue and Downtown Communities: Local Setting

The existing setting within the Redevelopment Plan boundary pertinent to the impacts evaluated is described in detail in each section of the EIR/EIS. The following discussion presents a general description of the two Planning Communities identified in the Comprehensive Plan that are present within the Redevelopment Boundary.

Avenue Community

In general, the Avenue Community, which includes the northwestern portion of the project area (Blocks B, C, H, I, J, and Q), is characterized by a mix of residential, commercial, industrial and institutional uses. Within this community, there is a large concentration of heavy industrial uses, which constitutes a significant percent of the City's employment base and economy. Housing in the Avenue Community tends to be older and contributes an important part of the City's supply of affordable rental and ownership housing. In some areas, there is a mix of incompatible uses, with residential, commercial and heavy industrial uses in close proximity.

A neighborhood shopping center has been constructed on the 9-acre site generally in the vicinity of Main Street, Olive Street, Fix Way and Ventura Avenue. The shopping center, called The Mission Plaza project, was developed under the coordination of the Redevelopment Agency and private developers and supplies neighborhood shopping for residents in the Avenue area and Downtown Community.

Downtown Community

The Downtown Community comprises the north tern portion of project area (Blocks A, D, E, F, G, K, L, M, N, O, P, R, S, T, and U). Existing land uses in the Downtown Community capitalize on the unique physical setting of the area, situated between the Pacific Ocean and the foothills of the coastal range. According to the City's Future Land Use Plan, the existing land use patterns in the Downtown area should be changed in order to eliminate existing problems of incompatible use. The Downtown Community presently contains heavy industrial uses that should be relocated to more appropriate sites in order to create a more desirable environment for the rejuvenation of existing residential areas and new residential development, as well as tourist oriented and general commercial uses.

Along the southern coastal boundary of the Downtown community, the Ventura County Fairgrounds (also known as Seaside Park) and the Texaco Marine Terminal and Tank Farm (proposed Block U) exist south of Harbor Boulevard. The fairgrounds property is designated as Fairgrounds/Public Use which is intended to protect the public recreational nature of the fairgrounds. It is intended that the Marine Terminal, located at the terminus of Figueroa Street, be permitted to continue operation as long as the facilities are functional. If the existing operation should be terminated, or found economically infeasible to operate, the site will revert to planned commercial-tourist oriented use.

The existing urban area within the Downtown Community generally bounded by Buena Vista Street, Laurel Street, Thompson Boulevard, and Chestnut Street is a mixed use area predominantly developed with commercial uses. The land use designation for this area permits continued commercial development as well as compatible residential uses, which include single-family and multi-family uses. Multi-family uses are also found along Ventura Avenue north of Main Street and along the Promenade.

A Southern Pacific Railroad yard is present in the southeastern corner of the Downtown Community outside the Redevelopment project boundary adjacent to the Catalina area. The uses in this area are primarily industrial in nature.

4.4 Cumulative Environment: Future Developments in the Project Vicinity

CEQA requires that an EIR discuss "cumulative impacts" when they are found to be significant (Guidelines, Section 15130, subd.(a)). These are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." The cumulative impacts from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The requirement to discuss cumulative impacts is intended to prevent agencies from taking a "serial, one-plan-at-a-time" approach to environmental analysis. Unless cumulative impacts are analyzed, agencies tend to commit resources to a course of action before understanding the actions long-term effects. Thus, a proper cumulative impacts analysis must be prepared at the environmental review stage before a project gains irreversible momentum later in the planning process.

According to CEQA Section 15130 the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the proposed project. The discussion should be guided by the standards of practicality and reasonableness. According to CEQA, an adequate discussion of cumulative impacts shall be based on either;

- (1) A list of reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency; or
- (2) A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions.

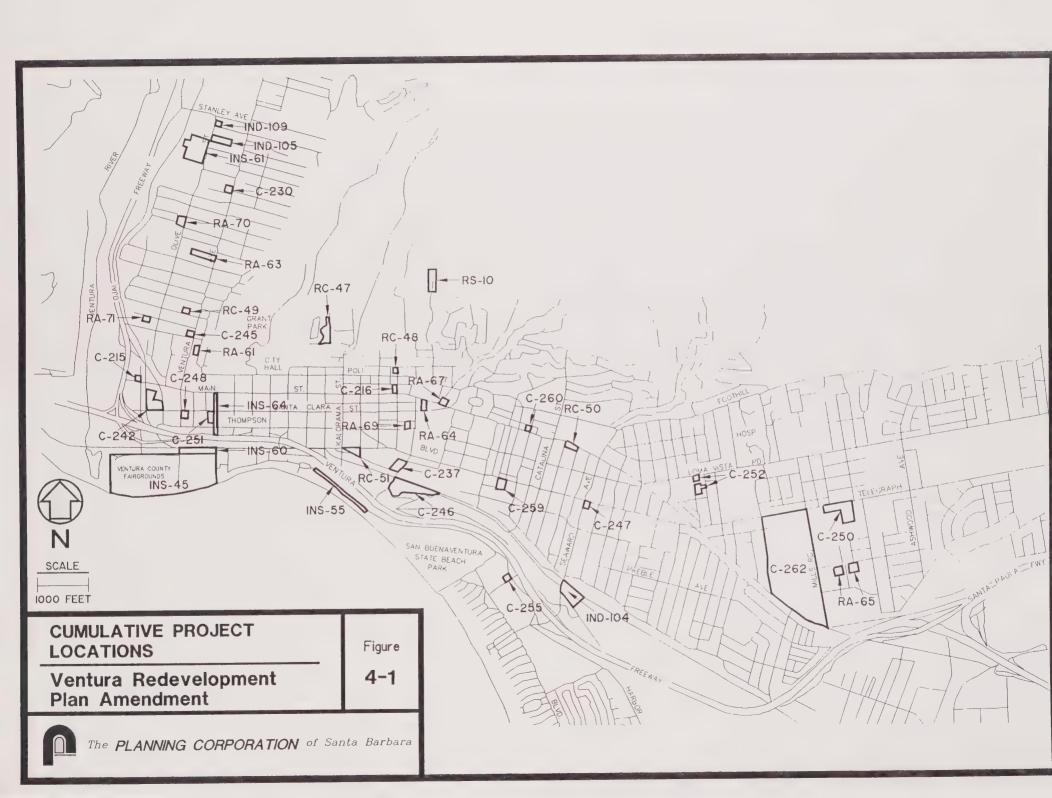
For the proposed project, the cumulatively affected Transportation and Circulation environment was analyzed through the use of the cumulative project <u>list</u> presented in **Table 4-1**, Cumulative Project List. This list was developed by the consulting transportation engineer in concert with City Transportation staff. The locations of these cumulative projects are shown in **Figure 4-1**, Cumulative Project Locations Map.

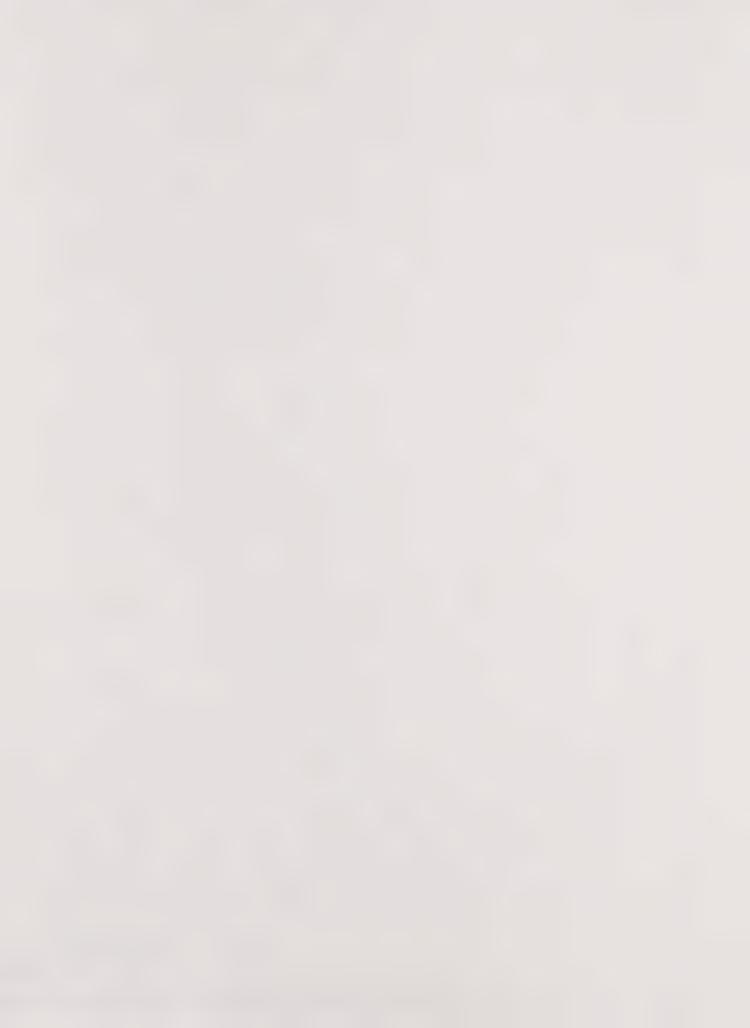
The remainder of the cumulatively affected environment was analyzed in terms of growth which could occur under the <u>adopted general plan</u> as presented in the City's Master EIR (City of Ventura Master EIR, EIR No. 1385).

TABLE 4-1 Cumulative Project List¹

Project No. & Location	Land Use	Size	e
Commercial P			
C 215	Bar Addition	1,973	S.F.
C 216	Commercial	1,250	S.F.
C 230	Commercial	4,570	
C 237	Office	9,500	S.F
C 242	Office	15,238	S.F.
C 245	Comm./Retail	8,018	S.F.
C 246	Recreation	1,632	S.F.
C 247	Serv. Sta.	5,630	S.F.
C 248	Brewery	1,786	S.F.
C 251	Office	6,970	S.F.
C 252	Office	12,100	S.F.
C 255	Car Wash Add.		S.F.
C 259	Commercial	5,365	S.F.
C 260	Office	1,673	
C 262	Bank	4,500	
	Retail	647	S.F.
Institutional P	rojects		
Ins 45	Fairgrounds	123,000	S.F.
Ins 60	Train Sta.	350	S.F.
Industrial Pro	jects		
Ind. 104	Equip. Tower	315	S.F.
Ind. 105	Ind/Storage	3,600	S.F.
Ind. 109	Industrial	4,928	S.F.
Ind. 110	Warehouse	14,500	S.F.
Residential Pr			
RS 60	Single Family		Units
RC 49	Condominium	7	Units
RC 50	Condominium	20	Units
RC 51	Condominium	88	Units
RA 61	Apartment	8	Units
RA 63	Apartment	16	Units
RA 64	Apartment	20	Units
RA 67	Apartment	20	Units
RA 69	Apartment	8	Units
RA 70	-	20	Units
RA 71			
LA 70	Apartment Apartment	20	

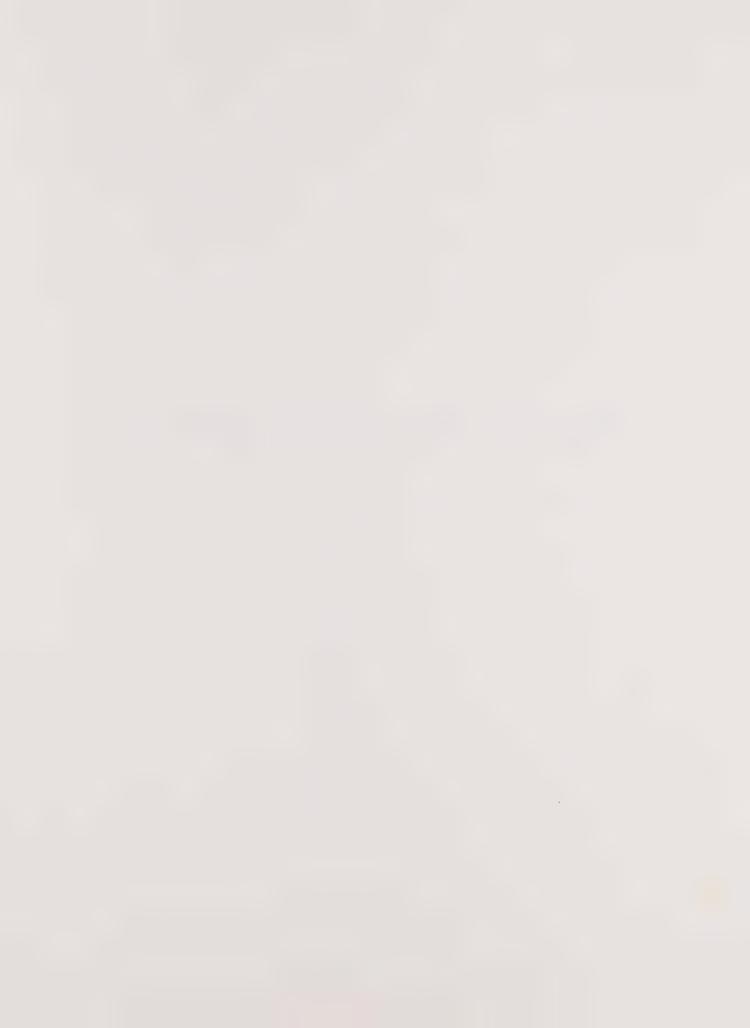
¹ Projects proposed through August, 1989.





5.0	PROJECT	CONSI	STENCY	WITH	PLANS A	AND POL	ICIES

-27-



5.0 PROJECT CONSISTENCY WITH PLANS AND POLICIES

The purpose of the following discussion is to evaluate the consistency of language in the revised text of the Redevelopment Plan with applicable planning guidelines. The primary plans evaluated include the Comprehensive Plan, the Local Coastal Program, the Hillside Management Program, and consistency with zoning. Table 5-1 contains a summary of consistency of the Plan language with pertinent planning guidelines.

5.1 Comprehensive Plan

The City of San Buenaventura Comprehensive Plan was developed in accordance with State planning and zoning law which requires each County and City to adopt a comprehensive, long-term general plan. On August 28, 1989 the City Council adopted the <u>City of San Buenaventura Comprehensive Plan Update to the Year 2010</u>. An Environmental Impact Report on the proposed amendments to the existing Comprehensive Plan was certified on April 6, 1989. The consultant has reviewed the adopted Comprehensive Plan documents and maps.

In the following discussion, applicable policies from relevant adopted Plan elements are described and the potential consistency or inconsistency of the proposed project with each respective element is discussed. This discussion is a general, independent evaluation of consistency; only the San Buenaventura City Council, EIR Committee, and Planning Commission can make consistency findings. Prior to adoption of the proposed amendments to the Downtown Redevelopment Plan, the City Council must make findings that the Redevelopment Plan and its associated amendments conform with the goals and policies of the Comprehensive Plan. The Planning Corporation recommends a finding of consistency in all cases where the finding is worded "potentially consistent". Recommended findings are highlighted in bold print. The consultant reviewed all elements of the Comprehensive Plan in assembling the review of project consistency with land use goals and policies. Only relevant policies and guidelines have been cited.

Land Use Element

The Land Use Element was conceived to provide a basis for considering the competing interests that affect population growth, urban development and environmental resource protection. Consideration of these variables has been synthesized into the City's specific land use policies. For the Redevelopment Area there are several applicable policy documents: basic development policies applicable to the Downtown and Avenue Communities contained within the Land Use Element and Local Coastal Program; zoning districts; Coastal Act and Local Coastal Program policies; and, other elements of the adopted Comprehensive Plan (Noise, Safety Element, Housing Element, and other elements). The Redevelopment Plan is designed as a master plan to implement the policies contained in the City's Comprehensive Plan/Local Coastal Program. The City Zoning Ordinance (Section 8129C, Downtown Redevelopment Zone ("D-T-R") would have to be amended to include the proposed revisions to the existing Redevelopment Plan. The consultant has focused the review of plans and policies on the proposed changes in the land use map or text. Relevant goals and policies are summarized below.

TABLE 5-1
Summary of Consistency Analysis of Proposed Redevelopment Plan Text Amendment

Proposed Text <u>Amendments</u>	Comprehensive <u>Plan</u>	Local Coastal Program	Hillside <u>Management Program</u>	Zoning	
Land Use Intensity	Design guidelines required for consistency with policies in the Community Design Element for Blocks E, L, M, & N.	Design guidelines required to assure visual compatibility under Coastal Act Section 30251 on Blocks E, L, M, N.	Slope/density formulas would not apply since the Redevelopment Area is adjacent to, but not contained within Hillside Area Boundary.	Inconsistent with Section 8129 C.3 D-T-R development criteria regarding maximum density of 20 units per net acre. Inconsistent with R-3-5 zoning in Block B regarding increases in density above 20 units per net acre.	
Mixed Use	Consistent with PMXD policies in Land Use Element.	Consistent with PMXD (Planned Mixed Use Development).	N/A	Potentially inconsistent with Section 8129 C "D-T-R" zone since mixed uses are not addressed in the Zoning Ordinance.	
Land Use Map	Potentially inconsistent for Block B where "Existing Urban" is indicated on Comp. Plan Land Use Plan map and existing zoning is R-3-5.	Potentially consistent with addition of Block U to Redevelopment Area.	Potentially consistent for Block B where increased residential densities would be allowed outside the Hillside Area Boundary.	Inconsistent with M-1 and M-2 zoning in boundary amendment area north of Block J.	

Proposed Text <u>Amendments</u>	Comprehensive <u>Plan</u>	Local Coastal <u>Program</u>	Hillside <u>Management Program</u>	Zoning
Extending the Term of the Plan	Potentially consistent.	Potentially consistent.	N/A	N/A
Phasing Out Automobile Related Uses	Potentially consistent.	Potentially consistent.	N/A	Potentially consistent with D-T-R Zone.
Art in Public Areas	Potentially consistent with downtown Scenic Street Program of City Circulation Element and Design Element.	Potentially consistent.	N/A	Potentially consistent if projects referred to Architectural Review Board per Section 8175.
Non-Conforming Land Use	Potentially consistent.	Potentially consistent if affordable housing and low cost visitor serving uses retained or replaced within the Coastal Zone.	N/A	Non-conforming land uses allowed to remain, but cannot increase intensity or life of building.
Maximum Number of Dwellings	Potentially consistent with Air Quality Attainment Plan if phased over term of Redevelopment Plan or if allocation is directed to Redevelopment Plan.	Proposed increases in density over 20 units per acre are potentially consistent with designated land uses on Land Use Plan Legend with additional clarification, except on Block B where "Existing Urban" indicates a maximum density of 20 units per net acre.	N/A	Maximum number of 1000 units could be accommodated under proposed zoning designations assuming residential can be developed in PMXD (commercial) zone.

Proposed Text Amendments	Comprehensive <u>Plan</u>	Local Coastal Program	Hillside <u>Management Program</u>	Zoning
Parking	Potentially consistent if design of new residential development provides for safe, direct pedestrian movement between homes and activity centers per Circulation Element policy.	Potentially consistent on block U where Coastal Act policies support provision of maximum public access to shoreline by new development.	N/A	Potentially consistent.

Redevelopment Plan Application Procedures for the Downtown Redevelopment Area

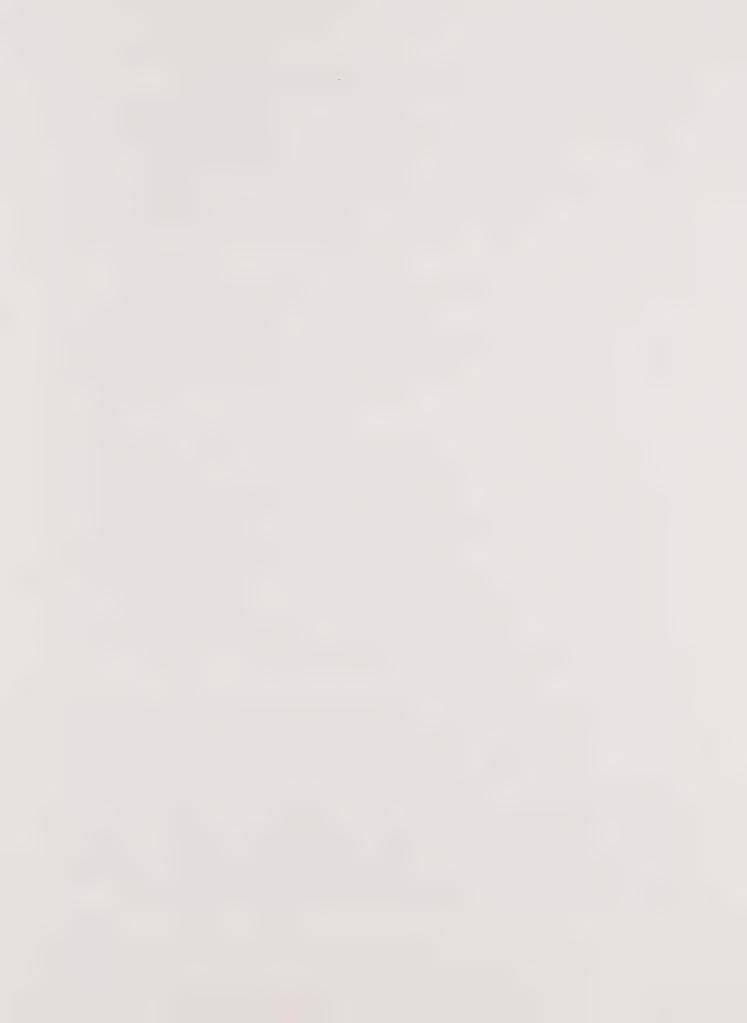
When an application for new development or enlargement of an existing building, change of use, or modifications of an existing structure with a value of over \$10,000 within the redevelopment area is submitted to the City's Community Development Department (CDD), this Department refers the application to the Redevelopment Agency for a written report to be submitted within 45 days. All uses proposed to be located within the project boundary must be in conformance with the Redevelopment Plan. Upon a finding of consistency with the Redevelopment Plan, the proposed project would be subject to a Planned Development Permit, which includes evaluation by the Architectural Review Board and approval by the Planning Commission. Notices of Planning Commission hearings would be sent to adjacent property owners as required by State Planning and Zoning Law. The proposed project would not modify these basic procedures.

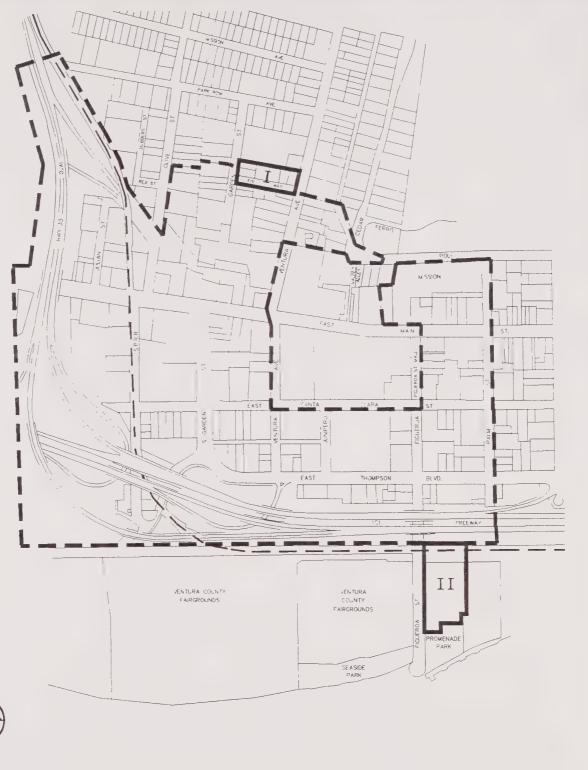
Redevelopment Plan Land Use Plan Map: Extension of the Redevelopment Plan Boundaries

The existing Redevelopment Plan for the Downtown Redevelopment Project was initially adopted on March 20, 1978 with amendments on November 3, 1980 and July 18, 1983. The text of the Redevelopment Plan and associated maps comprise the Redevelopment Land Use Plan for the downtown area. The proposed boundary amendments which would allow development outside of the adopted Redevelopment Plan area, described in Figure 5-1, Proposed Boundary Amendments, as Area "I" and Area "II", must be assessed for consistency with the Land Use Plan map.

The Land Use Plan map designates boundary amendment Area "I", shown on Figure 5-1 as Planned Mixed Use Development with an historic (H) district overlay (PMXD-H). The existing trailer park located approximately 100 feet north of Fix Way extends into an area that is primarily light industrial. However, the trailer park is not included in the proposed boundary amendment. The proposed Redevelopment Plan Boundary Amendment for Area "I" is a land use designation of Commercial-Residential Alternate which is potentially consistent with the Comprehensive Plan. Area "II" is designated on the Coastal Plan land use maps as Planned Commercial-Tourist (PC-T). The proposed Redevelopment Plan Boundary Amendment for Area "II" would become commercial and remain subject to the provisions of the Local Coastal Program regarding visitor-serving uses, specifically the use of the site for a hotel. The Local Coastal Program acknowledges the existence of the Texaco oil facilities and states that this operation may continue to operate as a non-conforming use as long as it is financially feasible. Texaco does not have plans to abandon this facility. Upon closure of the site, the costs associated with the potential clean-up of hydrocarbons and petroleum by products onsite and abandonment of an extensive oil pipeline could make the use of this area as a potential future hotel financially infeasible. However, the designation of commercial-residential alternate would be consistent with adopted Local Coastal Program policy.

As shown in Figure 5-2, Zoning Map, the current zoning for Area "I" is General Industrial (M-2) and Limited Industrial (M-1) with Commercial (C-2) separating the two industrial zones. The current zoning for boundary adjustment area "II" is Commercial Tourist oriented uses (C-T-O). The proposed designation of Commercial-Residential Alternate is potentially inconsistent with the existing zoning designation of General and Limited Industrial use (M-1 and M-2). However, the proposed Redevelopment Plan designation is potentially consistent with the Land Use Plan designation of Planned Mixed Development (PMXD). Since the Land Use Plan provides the long-range vision of land use, it is considered the ruling document in determining consistency of a proposed project's land use. Therefore, the proposed Redevelopment Plan designation while inconsistent with existing zoning may be considered consistent with the Land Use Plan. A high density residential project, proposed at 45 units per net acre, is contemplated on Block J which includes the abandonment of Fix Way. This project would require an Amendment to the Commercial Downtown Redevelopment (DTR) zone district since Section 8129 C.3 states that the maximum density of any residential development shall not exceed twenty (20) units per net acre.







SCALE

500 FEET

PROPOSED ADDITIONS I II

REDEVELOPMENT STUDY
AREA BOUNDARY

PROPOSED BOUNDARY AMENDMENTS

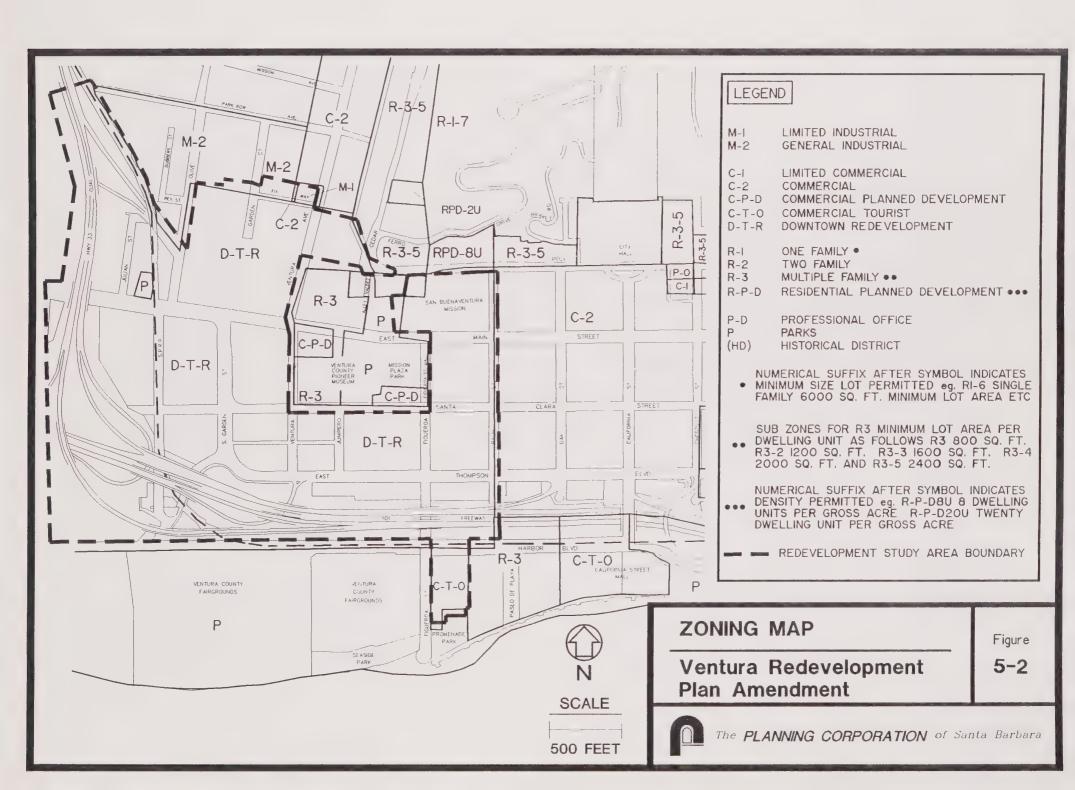
Ventura Redevelopment Plan Amendment Figure

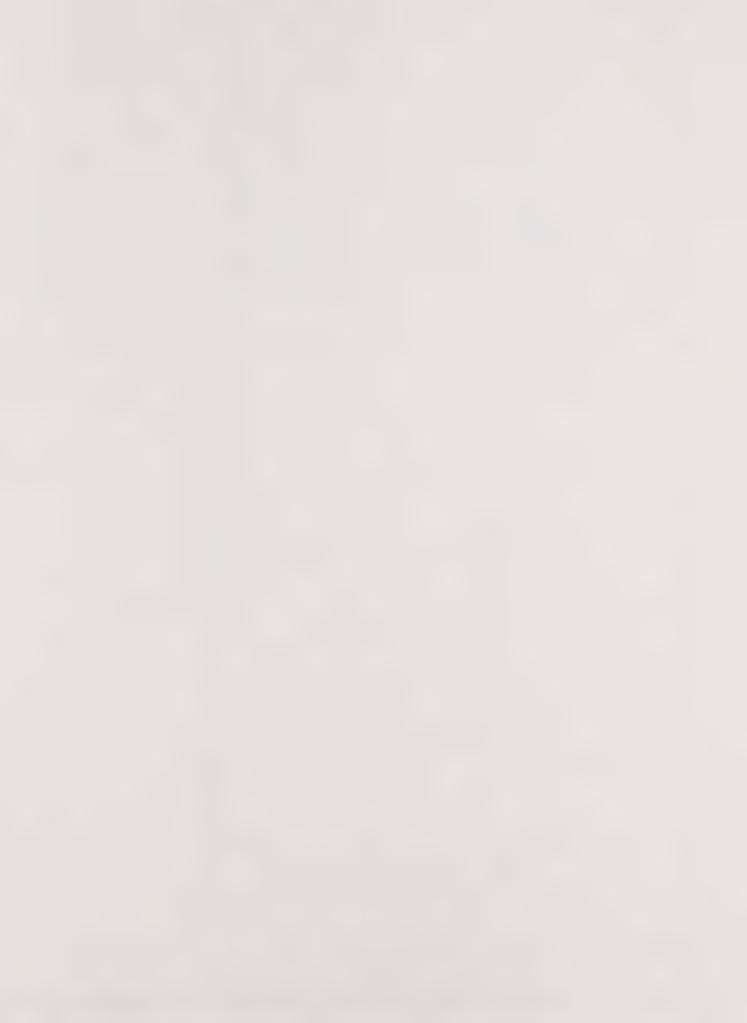
5-1



The **PLANNING CORPORATION** of Santa Barbara







5.2 Redevelopment Plans and Policies: Analysis of Consistency with Other City Policies and Guidelines

The existing Redevelopment Plan adopted pursuant to the Community Redevelopment Law of the State of California enumerates the following objectives:

- o Elimination of physically deteriorated structures through redevelopment, rehabilitation and conservation;
- o Elimination of incompatible land uses, inadequate street design and small, irregular lots;
- o Providing the means of assembling parcels into adequately sized and configured parcels;
- o Provision of adequate facilities for transportation, water, power, sewer and other public facilities;
- O Designation of land uses that will complement the economic vitality of Downtown San Buenaventura;
- o Development of architectural standards;
- o Preservation of historically significant structures through conservation and rehabilitation;
- o Relocating industrial use in order to facilitate medium to high density residential development and the commercial needs of tourists;

The revised Plan includes an additional goal:

o Expansion of low and moderate income housing and employment opportunities for the under-employed.

The proposed amendment to the 1978 Downtown Plan has added statements which support the provision of high density residential development, defined as 45 dwelling units per net acre on Block "J"; otherwise the maximum density would be 30 dwelling units per net acre on Blocks B,E,L,M, and Q. This policy change allows the number of maximum dwelling units per acre to increase from 20 dwelling units per net acre to 30 and 45 dwelling units per acre. Increasing the allowable density would be potentially consistent with goals of assuring compatibility of proposed projects with the scale and character of existing structures if design guidelines are adopted to assure compatibility between existing structures and new construction. A complete discussion of potential visual impacts and mitigation measures is contained in the aesthetics section of this document.

The City's adopted Land Use Plan legend implies, but does specify, maximum allowable densities. The stated maximums are twenty units per acre (TR-20) as defined on the legend. In order to make the Downtown Redevelopment Plan consistent with the Land Use Plan map, additional clarification by adding definitions of thirty units per acre (TR-30) and forty five units per acre (TR-45) may be necessary. This could potentially require amendments to the land use definitions contained in the City's Comprehensive Plan and Local Coastal Program to make the proposed Redevelopment Plan amendment consistent.

Proposed amendments to the Redevelopment Plan include provisions for increasing the height of structures from a maximum of 35 feet to a maximum of 45 feet; however, the number of stories would be limited to a maximum of three stores except on blocks E, L, M, and N where an average height of four stories (45 feet) with elements up to 75 feet (or six stories) would be permitted. The amended plan proposes to mitigate the visual impacts of allowing increased height by requiring the following:

"I.a.3. In order to retain view corridors all new construction exceeding 45 feet in height located within areas designated mixed use shall submit, together with a Planned Development Permit application, a view corridor study that demonstrates how the project will prevent impacts to view corridors between the hillsides and the ocean."

The following consultant proposed wording is recommended: If view corridor impacts are significant, then a view corridor mitigation plan would be required (redesign of tower elements, fourth story landscaping etc.).

While the Mixed Use Commercial/Residential designation proposed on blocks E, L, M, and N would allow building height of up to an average of 45 feet (or four stories) with building elements up to 75 feet (or six stories), the City's approval would be contingent upon a finding that the view corridor provided preserves partial visibility of the ocean and coastline for properties located on the hillsides. In the Aesthetics and Visual Resources section of this document, the consultant illustrates that development on blocks L and M have the greatest potential for minor skyline intrusion from hillside properties. Therefore, in order to assure that future development on blocks E, L, M, and N does not significantly block views, the consultant recommends the adoption of design guidelines which further refine the allowable height limits in the Plan. Revised language to the text is provided in the Aesthetics and Quality of Life section.

The proposed amendment to the Redevelopment Plan includes a provision to increase the maximum number of dwelling units which could be constructed within the expanded redevelopment area from 500 to 1000. The consultant has reviewed land use and allowable residential densities on a block by block basis, and, in the consultant's opinion, the maximum number of 1000 dwelling units would be attained if residential units were constructed in areas where commercial zoning currently exist. As described in the EIR/EIS, inclusion of the 1,000 unit density limit has no critical adverse effects that cannot be mitigated. The consultants have recommended inclusion of the 1,000 unit maximum to enhance future affordable housing construction opportunities.

In terms of allowable commercial uses, it is the intent of the proposed amendment to prohibit businesses that require outdoor storage, including vehicle sales and repair from operating in the Redevelopment area. Although there are locations designated on the plan for light industrial uses, uses which are dependent upon heavy truck traffic or would emit odors, dust, smoke, gas or noise would be prohibited. The amendment proposes to prohibit pole signs over six feet in height, as well as signs extending above the second story of a building. These provisions appear to be potentially consistent with the goals of the Land Use Element and the Local Coastal Plan.

The prior Redevelopment Plan text included preferences for businesses which are displaced by redevelopment activities to relocate within the redeveloped area whether or not they met the objectives of the Redevelopment Plan. This bias has been eliminated in the present text. Since a non-conforming business could <u>not</u> modify a building to increase the structure's useful life or increase intensity of use, the potential is created for displacement of existing employment opportunities and abandonment of buildings. The Redevelopment Area is currently experiencing a high degree of under-utilized building space; several warehouse buildings are vacant or are only partially occupied. Until the owners of these properties can propose a development which is compatible with the goals and objectives of the revised Redevelopment Plan, the area will continue to lose existing general and light industrial employers. The City Redevelopment Agency could facilitate the transition of land uses by providing zoning consultation and other forms of

assistance fees for businesses moving to another location within the City. Development of a program to assist existing businesses to relocate in conjunction with a Redevelopment proposal would make the project potentially consistent with the Redevelopment Plan's amended goal of expanding employment opportunities for the under-employed.

Avenue and Downtown Community Goals and Objectives

The intent and rationale for land use designations in the Downtown Community support a change in existing land uses in order to create a desirable environment for new residential and tourist oriented commercial development. To meet this goal, the Land Use Element supports the relocation of existing heavy industrial uses. The goals of the land use designations in the Avenue Community are: (1) to preserve existing affordable housing; (2) to provide for the continuation and expansion of heavy industrial uses in appropriate locations; (3) where feasible, to separate incompatible uses; and (4) to provide a neighborhood shopping center for Avenue residents. The Redevelopment Area comprises a portion of the Downtown and Avenue Communities as shown in Figure 5-3, Land Use Plan Map. The Avenue Community Goal #2 would be superseded by the Redevelopment Plan. The Redevelopment Plan does not encourage expansion of heavy industrial uses within its boundaries; therefore, it is potentially consistent with the goals of the Downtown Community.

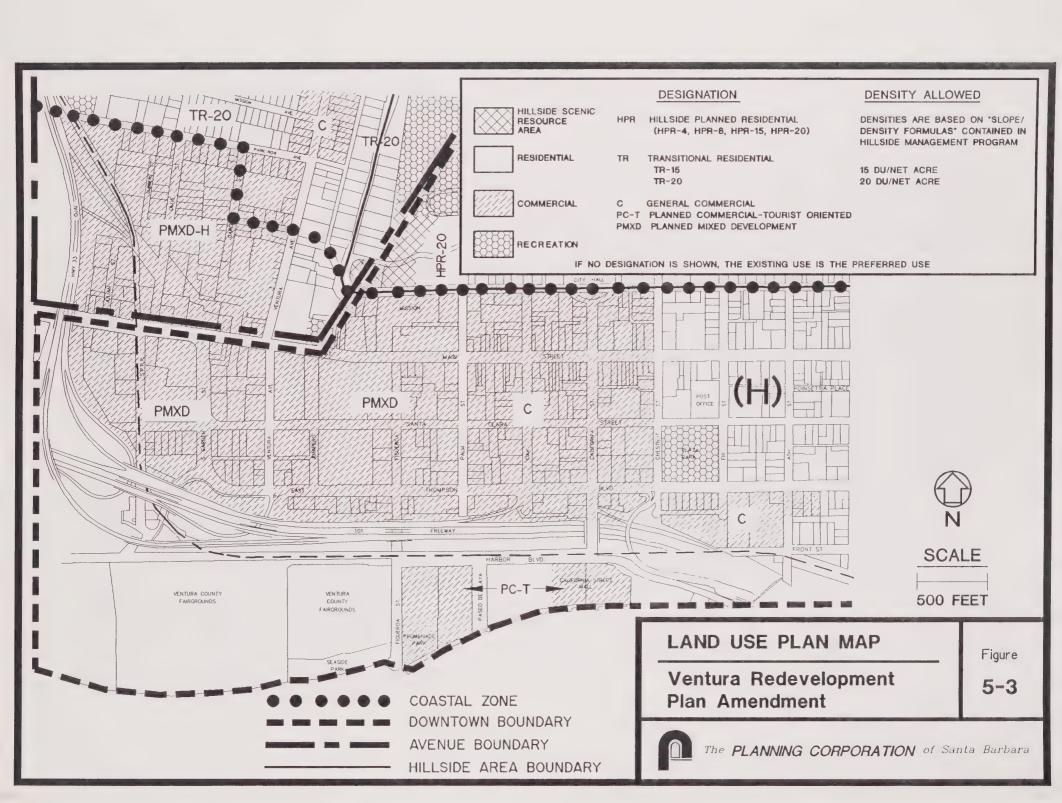
Areas within the PMXD district which are proposed for multi-family housing may convert to higher density providing that the requirements of the applicable zoning (including setbacks, off-street parking, lot width, and the like) are satisfied. However, the DTR zone would have to be amended to allow greater than 20 units per net acre. The Redevelopment Agency can assist in assembling adjacent lots to form larger parcels, as recommended in the Master EIR on the Comprehensive Plan. However, older existing residential structures often provide affordable housing opportunities. Therefore, in order to meet Downtown and Avenue Community Goal #1, the Redevelopment Agency should take an active role in assuring that low and moderate income units lost to demolition are replaced on a one for one basis, as required by California Redevelopment Law.

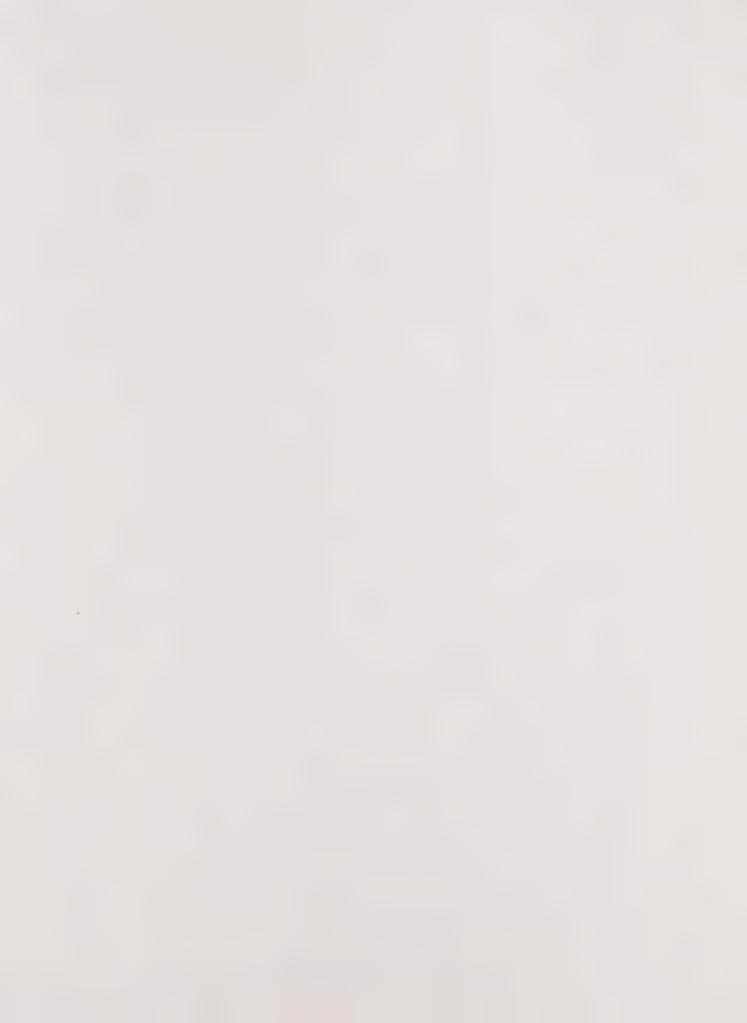
In general, the Redevelopment Agency is required to set aside 20% if its tax increment funds for the provision of low and moderate income housing, and to ensure that at least 30% of all new or rehabilitated units developed in the project area are for low and moderate income households. The exact amounts are subject to several variables; including housing goals of distributing affordable units throughout the City. In the consultant's judgement, the Redevelopment Plan should include a policy resolution to conform with State Redevelopment Law so developers are aware of State Housing Law requirements. The proposed amendment to the Downtown Redevelopment Plan states that, "low and moderate income housing shall be provided in an amount pursuant to State law at a minimum". The Redevelopment Agency should continue to work with the City Housing Authority to acquire and fund the construction of affordable housing close to shopping, schools and employment opportunities, both in and outside of the Redevelopment Area. Without clear guidance to developers about the City's responsibility to provide affordable housing, there is some potential for permanently losing affordable housing opportunities. Although the Redevelopment Plan would be potentially consistent with the City's Housing Element policies, further clarification of State law requirements would assist developers when estimating costs and revenues.

Planned Mixed Use Development (PMXD) Zoning District

Much of the Redevelopment area is designated as Planned Mixed Use Development. The area west of Ventura Avenue between Main Street and Park Row Avenue is designated PMXD with a historic overlay designation (PMXD-H). The entire Redevelopment Plan area carries the historic overlay designation. The historical designation acknowledges the presence of the Ortega Adobe and the need for archaeological investigation prior to initiating grading activities in this area.







The Redevelopment Plan requires a Phase I archaeological survey as part of the application procedure for development in this area. A complete discussion of the archaeological sensitivity of the lands to be disturbed under the proposed Plan is contained in the Cultural Resources section of the document. The Redevelopment Plan is potentially consistent with Local Coastal Program policies regarding archaeologically sensitive areas.

Scenic Highways Element

The following guidelines apply to scenic streets, drives and to development planned along Scenic Highways:

- (1) Land uses within the scenic corridor should be consistent with the Land Use Element of the Comprehensive Plan.
- (2) Building height limitations are to be applied if:
 - o a project results in visibility or obstruction of visibility from highways;
 - o if there is a visual impact on the motorist;
 - o if there is an adverse relationship to surrounding structures.
- (3) Existing or indispensable offensive land uses should be screened from view from the highway or inconspicuously located if within a scenic corridor. Effective screening should be accomplished by proper planting, grading or fencing.

The Downtown Redevelopment Plan area includes streets designated as scenic drives. Scenic drives are roadways within the City that have natural vistas of the mountains, oceans and rivers.

- o Main Street, an adopted City Scenic Street through the Downtown Redevelopment Area
- o Ventura Avenue, north of Main Street, and
- o Santa Clara Street between Figueroa and Palm Streets.

In 1972, a State Scenic Highways Element became a required element of City and County long-term planning in California; due to recent changes in planning law, the element is no longer mandatory. State law established the Scenic Highways Element for "...the development, establishment, and protection of scenic highways." The State Master Plan of Scenic Highways specifies which State routes should be considered for ultimate scenic highway designation and outlined minimum standards for protecting these highways. Scenic Highway corridors can be protected through (1) regulation of adjacent land use and intensity of development (2) detailed land and site planning (3) control of outdoor advertising (4) careful attention to and control of earthmoving and landscaping and (5) the design and appearance of structure and equipment. Highway 101 and State Route 33 are designated as proposed State Scenic Highways in the project area.

Proposed amendments to the Redevelopment plan text which allow structures to exceed 45 feet in height are potentially consistent with the guidelines because, as demonstrated in the Aesthetics and Visual Resource section, these height limitations would not reduce motorist's views of the oceans or hillsides to any significant degree. A complete discussion of the potential visual impacts of proposed development is provided in the Aesthetics and Visual Resources section of the document.

Park & Recreation Element

The City's Park and Recreation Element states that it is the purpose of the Parks and Recreation Department to provide quality services, areas and facilities which are accessible to all residents and visitors, and which meet recreational, community service, cultural, as well as aesthetic needs. The City's continuing

goal is to provide quality park and recreation experiences for its residents. The following policies should be considered in evaluating the proposed amendments to the Downtown Redevelopment Plan.

Policy 2.2

The City recognizes the need to establish park acreage standards for the purpose of establishing adequate park areas to meet resident needs and for identifying park deficiencies, as required for grant purposes. The following standards have been established for the City of San Buenaventura.

Neighborhood Parks: two acres per 1,000 population Service Area Parks: three acres per 1,000 population City-wide Parks: five acres per 1,000 population

Policy 2.9

Buildout of the parks/facilities per adopted master plans and/or renovation of parks/facilities to meet the needs of current and future residents should be considered a means to meet increased demand for park and recreation services. No new construction should occur until a comprehensive planning process has taken place and identified current and future needs of the area to be served.

The consultant performed two analyses using the park acreage standards set forth in policy 2.2. If the Downtown Redevelopment Plan area is considered as its own distinct community, available parklands meet the average standards for parks and related facilities. However, if incorporated into the total area within the Avenue and Downtown Communities, the Downtown Redevelopment Plan would be considered somewhat deficient in neighborhood park availability. Since the Downtown Redevelopment Plan functions as the master plan for projects undertaken within its boundaries, the consultant recommends that the Downtown Redevelopment Area be treated as a separate area from the Downtown and Avenue communities regarding park requirements and therefore, not be required to meet the standards set forth in policy 2.2 of the Parks and Recreation Element. A complete discussion of the need for additional neighborhood, service area or City-wide parks is contained in the parks and recreation section of this document. The Downtown Redevelopment Plan, when considered as its own community, would be potentially consistent with the Parks and Recreation standards.

Policy 2.13

The City should consider incorporating neighborhood and service area facilities into existing city-wide parks that are under-used.

The consultant recommends that the City consider incorporating neighborhood and service area facilities into Grant Park, an existing City-wide park. Amenities could be installed such as tot lots, swings, picnic tables, play equipment and hiking trails which would attract additional park visitors. Including provisions for enhancing Grant Park in the Downtown Redevelopment Plan would make it potentially consistent with this policy. The Master Plan for Grant Park recognizes that there is a scarcity of available level area to develop additional parking or placement of play equipment. The natural topography may be too steep to allow adequate play areas to be developed. However, the provision of service area facilities at Grant Park would not be inconsistent with the Master Plan.

Policy 2.14

Require appropriate dedications and improvements for the bicycle system in conjunction with subsequent development approvals and within budget limitations.

Although not technically part of the Comprehensive Plan, the City has recommended the establishment of a Select System of Bikeways. Bikeways are defined in three categories: Class I, II or III. Class I bikeways are bikepaths dedicated exclusively for pedestrian and bicycle use. Class II bikeways are designated and marked as bike lanes on city streets which are restricted to bicycle use. Class III bike routes are shared with motorists on established roadways. The Downtown Redevelopment Area has Class II bike lanes designated on Main Street (east of Ventura Avenue), South Garden Avenue and the entire length of Ventura Avenue plus Figueroa Street (south of Thompson Boulevard). Any developments proposed on these streets should be required to dedicate sufficient road right-of-way to accommodate bike lanes. The City's Local Coastal Program also supports the recommended bike routes described in the Select System of Bikeways. The existing and proposed system of bikeways provides visitors and persons regularly commuting to the Downtown Area with scenic and recreational opportunities.

Assuring that future development is consistent with the City's proposed bikeway system would make the Downtown Redevelopment Plan potentially consistent with policy 2.14 of the Park and Recreation Element.

City Hillside Management Program

The Hillside Management Program consists of policies, development criteria and submittal requirements established by the City to implement the Land Use Element in the Hillside Area. This program was established by the City in 1976 and the amended program was adopted by resolution of the City Council in 1989 to address the opportunities and challenges associated with development of the hillside and canyon areas in the north central and northeast portions of the planning area. The program establishes goals, policies and performance standards for development in these Hillside Area. Some of the Hillside Area addressed by the program is located adjacent to the Redevelopment Area (Blocks A and B). Although the Redevelopment Plan text amendment proposes to increase the allowable density in Block B from 20 to 30 units per acre, the Land Use Element appears to support "no change in the character of the area." The existing zoning of R-3-5 is the Land Use designation for Block B; it allows up to 18 units per acre. Therefore, the proposed Redevelopment text amendment would be potentially inconsistent with the Land Use designation because it would exceed density standards. Retaining the present Redevelopment Plan density of 20 units per acre for Block B would make the project consistent with the Land Use Element. Slopes in the vicinity of Cedar and Poli could restrict densities under slope/density guidelines. However, since the Redevelopment Area boundaries are outside of the Hillside Area Boundary, the Downtown Redevelopment Plan is potentially consistent with the Hillside Management Program.

City Flood Plain Management Program

In September 1986, the City adopted a flood plain ordinance which established a flood plain overlay on the City's Land Use Plan Map and a flood plain overlay zone. The flood plain overlay and zone identify lands within the 100 year flood plain, as defined by the Federal Flood Insurance Program. The flood plain zone establishes uses that are compatible with the flood limits and development standards to minimize the potential for flooding. Development on Blocks D, E, F, G, H, I, L Q, and R would occur within the 500 year flood plain overlay zone and, therefore, would not be required to meet the performance criteria contained in the ordinance. All other blocks within the proposed Redevelopment Area are located outside of known flood plains.

5.3 City Local Coastal Program

The City of San Buenaventura's Local Coastal Program (LCP) is divided into three phases: issue identification, land use plan and implementation plan. The LCP Land Use Plan was prepared in 1982 and updated in 1984. The implementation program, consisting of revisions to the zoning ordinance and other relevant ordinances, was adopted in 1984.

The LCP Land Use Plan addresses State Coastal Act policies pertinent to that portion of the coastal zone located within the Redevelopment Plan Boundary (illustrated on Figure 5-3), and community specific policies that address the geographic areas within the coastal zone and provide for specific coastal resource protection.

This section addresses the consistency of buildout under the development alternatives that would occur in the Coastal Zone with the policies contained in the Coastal Land Use Plan.

Local Coastal Plan

Because the project site, with the exception of boundary Amendment Area I, is located within the Coastal Zone of the City, development practices in this area must be consistent with the City's Local Coastal Program (LCP) and the California Coastal Act (1976). Coastal Act policies applicable to the Downtown Community include the provision of maximum coastal access [Section 30210], provision of public access to the shoreline by new development [Section 30212] and the protection of ocean front lands suitable for recreational uses [Section 30221]. Policies referring to visitor serving facilities relate to their provision and protection, including lower cost facilities [Sections 30222 and 30213]. Also applicable to this area are policies requiring protection of coastal visual resources [Section 30251] and policies relating to coastal energy development [Sections 30260 and 30261]. Applicable policy statements from the City's Local Coastal Program have been extracted for review. The following Overall Coastal Policies require provision of affordable visitor serving facilities, archaeological preservation, bikeway access and protection from hazards.

Low Cost Visitor Serving Facilities

Visitor serving facilities such as overnight accommodations and restaurants which are affordable to low and moderate income persons provide an important coastal resource for the public. In order to protect, encourage, and, where feasible, provide these facilities, the City has adopted the following policies:

- (1) Promote the continued operation of existing facilities (e.g., lower cost motels and restaurants) by not permitting incompatible uses to locate adjacent to such facilities. Specifically, the City shall not permit developments which, based on physical characteristics (e.g., height, open storage, etc.) or operational characteristics (e.g., noise, traffic, hours of operation, etc.) would have a deleterious effect on existing visitor-serving uses.
- (2) Encourage and coordinate with the Department of State Parks and Recreation in its endeavor to establish a hostel facility in or near the San Buenaventura coastal zone, if the State's experience with such hostels is shown to be successful.

The proposed amendments to the Redevelopment Plan do not include specific language which would serve to implement the Coastal Plan policy of providing lower cost tourist facilities. The Redevelopment Agency should be responsible for negotiating with private developers to ensure that a variety of cost options are available to the consumer as encouraged in the Coastal Plan. On block "N", there are two existing motels containing a total of 59 rooms. To enhance consistency with the City's Local Coastal Program, the City could consider providing low interest loans to rehabilitate older motels in the Plan Boundary prior to considering options for demolition. Encouragement of low cost visitor serving facilities is not a requirement.

The City's Local Coastal Program discusses the use of hostel facilities in order to meet the goal of providing low cost overnight lodging. Hostels may involve new construction or conversion of existing facilities. The coastal zoning designation of Planned Commercial-Tourist Oriented (PC-T) supports public or private developments that provide accommodations, including hotels, motels, hostels and campgrounds. The PC-T zone presently exists on the Texaco Oil tank farm adjacent to the Ventura Fairgrounds. This is Area II proposed to be added to the Downtown Redevelopment Area (Block U). Although conversion of the tank farm to visitor-serving commercial uses is unlikely in the near future, a planned development incorporating a

hostel could potentially offer low cost accommodations close to coastal amenities. Until such time that Block U is redeveloped, the Redevelopment Agency could monitor the loss of low cost accommodations and require that an equal number of replacement low cost bed spaces in either a hostel or campground facility are provided within or adjacent to the Redevelopment Boundary. Pursuing policies of assisting in the rehabilitation of existing hotel rooms or developing a hostel site within the Downtown Redevelopment Area would make the Redevelopment Plan potentially consistent with Coastal Plan policies.

Hazards

The Coastal Plan requires that new development shall be sited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards. All new developments will need to be evaluated in conjunction with the City's Safety Element of the Comprehensive Plan and for impacts from geologic hazards (including seismic safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards.

According to the Ventura County Beach Erosion Study (Corps. of Engineers, 1978), the beach frontage near Amendment Area II proposed for inclusion in the Redevelopment Plan is experiencing erosion at a rate of 6 inches per year. Therefore, in order to accommodate an oceanfront corridor of sufficient depth to accommodate bicycle trails and other recreational facilities, possible parking and a promenade, future development on the Texaco Oil facility site should be setback a minimum of 250 feet as measured from the rock revetment and natural embankment. Boundary Amendment Area II would be vulnerable to a seismic sea wave (tsunami). This area is also an area subject to liquefaction during earthquakes. Future development in this area would require geologic and soil engineering investigation for liquefaction potential. Compliance with the City's Safety Element would make the plan potentially consistent with the Local Coastal Program policy.

Archaeological and Paleontological Resources

All development located within the Redevelopment Area for which CEQA clearance is required, is subject to the requirements contained in the adopted Redevelopment Plan. These requirements meet or exceed general guidelines for archaeological preservation contained in the Local Coastal Program, CEQA or other planning documents.

The areas of the proposed boundary amendments have been reviewed for potential significance through records research and limited testing. Future projects in the Redevelopment Plan area would be required to follow the procedures outlined in the Local Coastal Program and Redevelopment Plan. With the consultant proposed amendments to the Redevelopment Plan as additional mitigation, the project would be potentially consistent with the City's Comprehensive Plan, Local Coastal Program and other programs designed to protect archaeological and paleontological resources.

Visual Resources

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance (Coastal Act Section 30251). This portion of the Act stresses that permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting. While the Downtown Redevelopment Area is not listed in the State's Coastline Preservation and Recreation Plan for landscape preservation, the area has high scenic value, as evidenced by U.S. Highway 101 designation as a scenic approach in the City's Local Coastal Program.

The proposed boundary amendment would not adversely affect visual resources within those areas proposed to be added to the Redevelopment area. The Coastal Plan presently allows development on the Ventura Fairgrounds property to extend as high as 75 feet for auditorium or outdoor arena uses, as long as substantial view corridors are provided. Requirements for view corridor protection discussed in the Aesthetics and Visual Resources section of the document would make the proposed amendments to the Redevelopment Plan potentially consistent with Coastal Act visual policies. Portions of development within the proposed Redevelopment Plan could extend up to 75 feet only on Blocks E, L, M, and N. There are no existing provisions to allow elements of a structure on Block U, the Texaco Oil facility, to exceed 45 feet. However, any proposed construction on this property would be visually more of an asset to the community than the existing tank farm.

Circulation Element - Bikeway Access

The City's Local Coastal Program encourages construction of remaining bikeways identified in the City's "Select System of Bikeways" and planned by State Parks and Recreation. In order to implement an integrated coastal bikeway consistent with Public Resource Code Sections 30210 and 30212, continued funding and coordination efforts by the City and State should be encouraged in order to secure needed rights-of-way and provide a continuous bicycle system to and along the coast. The Local Coastal Program states:

Bikeways - Encourage, and participate in, the implementation of key bike routes to and along the coast, as funding permits.

The City Redevelopment Agency can assist in the provision of bikeways by providing funding and securing rights-of-way for adopted bike routes, and requiring developers to provide bicycle racks, lockers and showers in projects where feasible.

5.4 County Air Quality Management Plan (AQMP) and City AQMP Implementation Program

In accordance with Federal Clean Air Act requirements, the County's first Air Quality Management Plan (AQMP) was adopted in 1979, and subsequently updated in 1982 and in July 1988 (the most recent version is known as the 1987 AQMP). The Environmental Protection Agency has disapproved the 1982 AQMP. The 1987 AQMP has not yet been reviewed by the EPA for compliance with Federal law. The purpose of the Ventura County AQMP is to attain and maintain the National Ambient Air Quality Standards and the standards of the State of California for airborne pollutants. The AQMP assesses the County's air pollution problems and contains control strategies for reducing air pollutant emissions. The AQMP is implemented by controlling County-wide emissions growth through an emission allocation system for population-related, stationary and miscellaneous emissions sources. The responsibility for control of population-related emissions falls within the land use planning functions of the Cities and the County.

Although the control strategies contained in the AQMP have been successful in substantially reducing emissions in the County, many of the gains made in recent years may be lost as the effects of continued population growth and development outweigh the benefits of new control technology. The recently updated AQMP predicts that ozone levels will decrease through 1995, then will begin to increase as urban development continues. With control strategies outlined in the 1987 AQMP, attainment of the ambient air quality standard for ozone is not forecast to occur in the foreseeable future (Ventura County Resource Management Agency, 1988). The California Clean Air Act, effective January 1, 1989, defines measures that must be implemented County-wide to show progress toward attaining the State and Federal ozone standard. The Ventura County Air Pollution Control District (APCD) is responsible for County administration of the measures that show progress toward compliance. When specific measures are instituted by the APCD, the City will be compelled to comply. If the 1987 AQMP is found to not comply with the Federal Clean Air Act, the County may be faced with Federal funding sanctions. If the County as a whole does not follow the attainment schedule outlined in the California Clean Air Act, the State Air Resources Board may devise a plan to ensure compliance.

The 1987 AQMP includes population forecasts for the Ventura growth and non-growth areas. These projections are used for determining the consistency of a project with the AQMP, as discussed in the Air Quality section. Under the recently adopted Comprehensive Plan, the population that would result from buildout under the Redevelopment Plan would be required to be consistent with the year 2000 City population forecast of 102,000, if no additional water resources are developed, or 105,000 population if additional water resources are available.

The City's Air Quality Management Implementation Program, adopted in 1979, ties development approvals to the City's adopted population forecasts. The existing program is summarized in the following discussion; however, revisions are pending before the City Council. The current population forecasts provide for a population of 93,000 by 1990 and 111,000 by the year 2000. The thresholds have been converted to annual population projections to facilitate program implementation. Therefore, between 1980 and 1990, the annual population available for allocation is 800 persons, which equates to approximately 300 to 400 residential units per year. Between 1990 and 2000, the population allocation is 1,800 persons per year. Under the Implementation Program, the City Council grants population allocations from the annual "pool" of population during a yearly public hearing. Allocations are made based on a yearly competition, whereby residential projects are reviewed and points are awarded by staff. This allocation system is outlined in the City AQMP Project Evaluation Program (revised September 1988). While it is the intent of the program to allocate population to projects that score highly on evaluation criteria, the City Council has discretion to grant allocations to any project. Reserving an allocation for the Downtown Redevelopment area would assure consistency with the Air Quality Implementation Program. Points are awarded using a variety of criteria, including the location of the project, site engineering, circulation system, recreational features, environmental impacts, energy and water conservation, project design, and provision of affordable housing. As population is allocated, it is deleted from the available pool. Allocations may be granted into the future up to 5 years. However, half of the allocation for each program year must be reserved for awards made in that year.

Further discussion of the potential effects of the Implementation Program on buildout of the Redevelopment Plan is found in the Air Quality section of this document.

5.5 Residential Growth Management Program

As outlined in the prior section, the City Council first adopted a residential growth management program in August 1979 by amending the Comprehensive Plan. The name given to the program was the Air Quality Management Program (AQMP). This program established residential growth limits by setting maximum population thresholds through the year 2000. In August 1989, the City Council amended this program by revising the maximum population growth limits and by extending the program through the year 2010. The Council also considered a major revision to the allocation process which implements policies regarding population limits.

The City's Residential Growth Management Program, (RGMP) consists of two components:

- o The Residential Growth Management Program, adopted as part of the Comprehensive Plan; and
- o The Residential Growth Management Program (RGMP), Allocation Process.

The purpose of the RGMP is to minimize environmental impacts and to protect the City's resources by establishing maximum population thresholds. The City recognizes that Ventura is in an air quality non-attainment area, that limited water supplies are available, that the remaining amount of prime agricultural land is limited; and, that overly rapid growth adversely impacts public services and facilities, such as parks, open space, police and fire services, roads and utilities. Therefore, the RGMP was proposed to achieve a steady, rather than fluctuating or overly rapid, residential growth rate. The RGMP would enable the City to establish

greater control over the quality, distribution and type of housing permitted by evaluating such issues as traffic, project amenities, and low and moderate cost housing, in a more comprehensive manner.

The purpose of the proposed Allocation Process is to establish procedures for administering and allocating the location and scale of future population. The RGMP proposed the following limitations of the construction on future residential dwelling units:

Set Aside CategoryMinimum Number of Units1. Downtown Redevelopment Projects1152. Affordable Housing4353. Hillside Area2504. One to Eight Unit Projects250

The number of units available to projects not covered by a set aside is 800. Thus, the total number of units available for allocation to all residential projects, during the next 10 years, is 1,850.

The Redevelopment Plan as proposed would exceed the set asides established in the RGMP if this ordinance is adopted as proposed.

5.6 County Water Quality Management (208/201) Plan

The Ventura County 208 Water Quality Management Plan (208 Plan), originally adopted by the Board of Supervisors in 1978 and most recently amended in March 1982, is a county-wide plan that establishes policies and programs to improve water quality. The 208 Plan incorporates the work efforts of the 201 Plan. The 201 Plan requires that a proposed expansion of a wastewater treatment plant be found consistent with adopted population forecasts. The 201 Plan also addresses wastewater reclamation in Ventura County, primarily that concerning the transport and use of reclaimed wastewater from the Simi Valley treatment plant to agricultural operations in the Las Posas Valley (Hocking, personal communication, 1988). The 208 Plan is part of the County-wide Planning Program (CPP), formerly the Regional Land Use Plan (RLUP) which also includes the County AQMP.

The 208 Plan is used to guide land use decisions, particularly those concerning land use plans, and related capital improvement projects and service system improvements (such as sewer plan capacity expansion). The 208 Plan also contains population projections, at 5-year increments for the years 1985 through 2000, that are used to determine whether growth in an area is acceptable and can be accommodated by the capital improvement projects proposed for an area. These population forecasts are also utilized in applications for Federal Clean Water Act funds to construct or expand wastewater treatment facilities.

The population forecasts contained in the 208 Plan are prepared for both "growth" and "non-growth" areas. Growth area boundaries do not follow city limits, which shift as annexations or detachments occur. Instead, the growth area boundaries follow census analysis zone boundaries. Growth areas are generally within a City's incorporated boundaries and its sphere of influence, and are anticipated to incur development. Similarly, non-growth areas generally consist of analysis zones that lie entirely or almost entirely outside a City's sphere of influence and are therefore not expected to receive significant urban development.

The population forecasts in the 208 Plan should be considered as a ceiling or expansion rather than a prediction. In addition, according to the 208 Plan, land use proposals differing from the adopted growth and non-growth areas are acceptable provided that it can be demonstrated that appropriate shifts and adjustment are made so that the adopted population forecasts remain constant.

Population forecasts for the Ventura growth and non-growth areas were adopted by the County Board of Supervisors in May 1985. These projections have not yet been incorporated in the 208 Plan; however, they were included in the recent update of the AQMP. The consistency of buildout under the Redevelopment Plan with the growth and non-growth area population forecasts is assessed in the Public Services section of the document. Buildout under the proposed Redevelopment Plan would not necessitate the expansion of the Ventura wastewater treatment facilities; however, existing sewer lines would have to be replaced with larger capacity trunk lines in certain areas. Therefore, the project has been determined to be consistent with the 208 Plan.

5.7 County Solid Waste Management Plan

The County Solid Waste Management Plan was adopted in 1984, and updated in 1985. The Plan identifies existing and potential landfill sites within the County. The Coastal and Bailard landfills, which serve the western wasteshed, are expected to reach capacity by 1992 or 1993. As such, one of the major objectives of the Plan update was to identify new disposal sites to serve the western wasteshed. A set of criteria for evaluating potential landfill sites was developed and based on the criteria, 38 potential sites were examined. Weldon Canyon and Hammon Canyon, (north of the Redevelopment area), were chosen as the most favorable locations. An application for conditional use permit to develop the Weldon Canyon site has been filed with the County and preparation of an environmental impact report is in progress (Ventura County Resource Management Agency, 1988). The Redevelopment Plan is consistent with expansion potential described in the County Waste Management Plan.

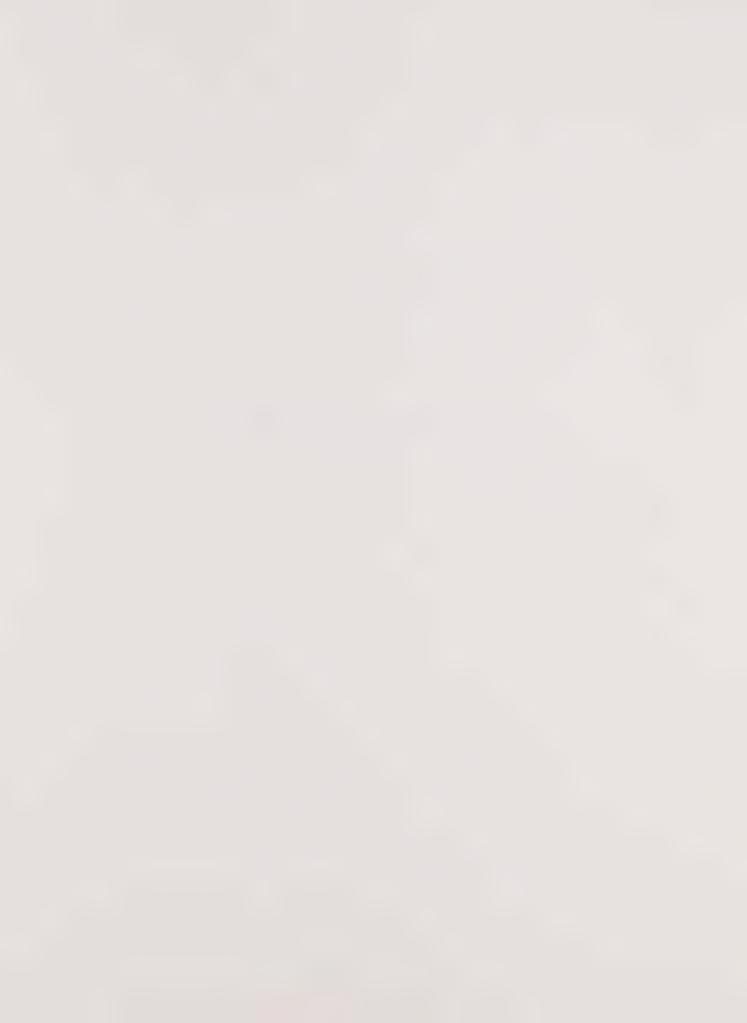
5.8 County Draft Hazardous Waste Management Plan

The County Board of Supervisors authorized preparation of a Hazardous Waste Management Plan in 1986. The purpose of this Plan is to provide the public and decision-makers with a document which will contain information and policies for the management of hazardous waste/materials county-wide. The Plan includes two documents - a technical document and a policy document. The technical appendix presents information and background on the existing County-wide programs for regulation and management of hazardous waste and materials and discusses issues and problems. The second document comprises the actual policy document which contains the recommended solutions, policies, implementation schedules, siting criteria, and general siting locations for facilities. The overall objective of the Plan is to "ensure that safe, effective, and economical facilities for the management of hazardous wastes are available when they are needed, which protects public health and the environment" (Ventura County Resource Management Agency, 1988).

The Draft Plan was released for public review in March 1988. The plan must be approved by a majority of the cities containing a majority of the incorporated population and the Board of Supervisors. These steps have been completed and now the Plan is being reviewed by the State. It is projected that approximately 48,450 tons of commercial hazards waste will be generated and require treatment in the year 2000. This volume can be reduced by treatment to about 28,224 tons of residuals requiring subsequent disposal. With the adoption of mitigation measures contained in the Hazardous Materials section of the EIR, the Redevelopment Plan was determined to be consistent with the County's Hazardous Waste Management Plan.



6.0 CRITICAL ENVIRONMENTAL EFFECTS



6.1 TRAFFIC

EXISTING CONDITIONS

Introduction

The following element of the EIR contains an analysis of the traffic and circulation impacts associated with the City of Ventura's Downtown Redevelopment Plan Amendments. The analysis was performed jointly by Associated Transportation Engineers (ATE) and the Planning Corporation staff. The guidelines for traffic impact studies contained in the City of Ventura's Traffic Impact Study Procedure Manual were utilized in completing the various sections of this report. The study area and scope of work analyzed in the following report were determined by City staff and are outlined on the City's Work Scope For Traffic Impact Analysis Form. Traffic count data and other information used in preparing this section of the EIR is provided in Appendix D.

The study area has been subdivided into 21 separate blocks for the purposes of land use planning and environmental impact analysis. The traffic impact analysis for the Downtown Redevelopment Project was divided into two phases. Phase I examined buildout of the entire downtown area with the exception of Blocks E, L, M, and N. Phase II analyzed the impacts of the Phase I developments with the addition of Blocks E, L, M and N. The impacts of Phase I and Phase II developments were also be analyzed in conjunction with cumulative developments proposed in the study area.

Existing Street Network

The Ventura Downtown Redevelopment study area is served by a network of freeways, major arterial streets, secondary arterial streets, collector streets and local streets illustrated in Figure 6.1-1, Existing Street Network. The current City Circulation Element classifications for the study area roadways are shown in Figure 6.1-2, Existing Circulation Element Classifications. The following discussion describes this street network.

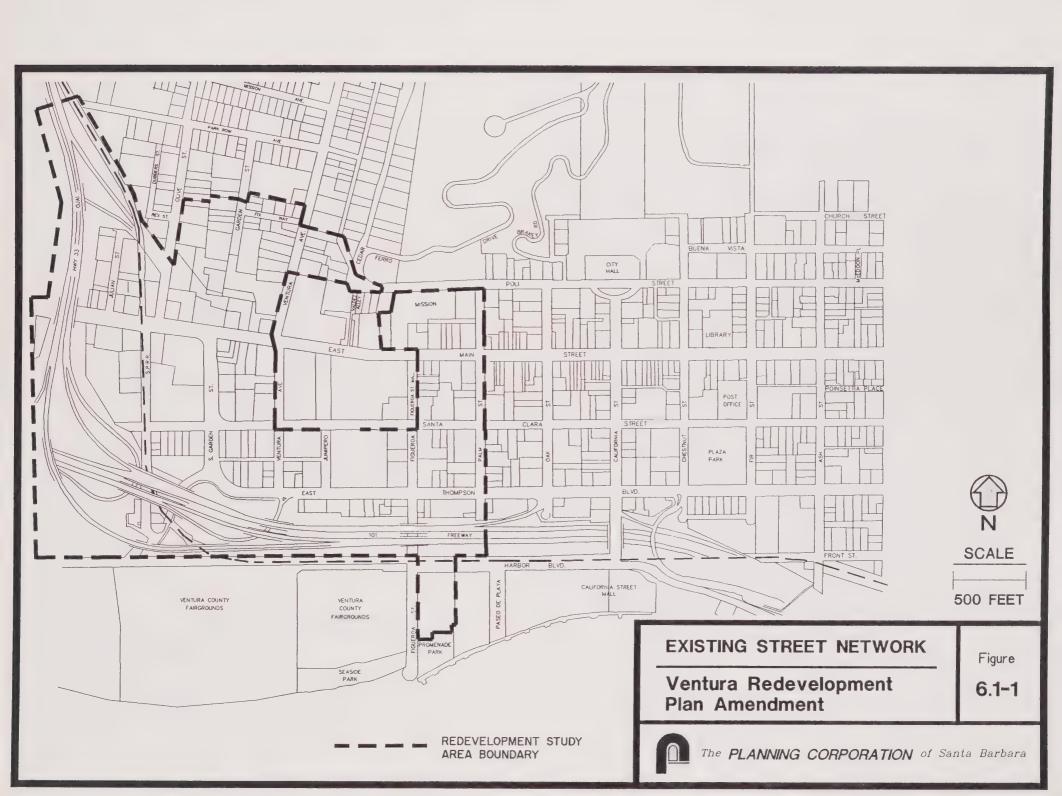
Freeways

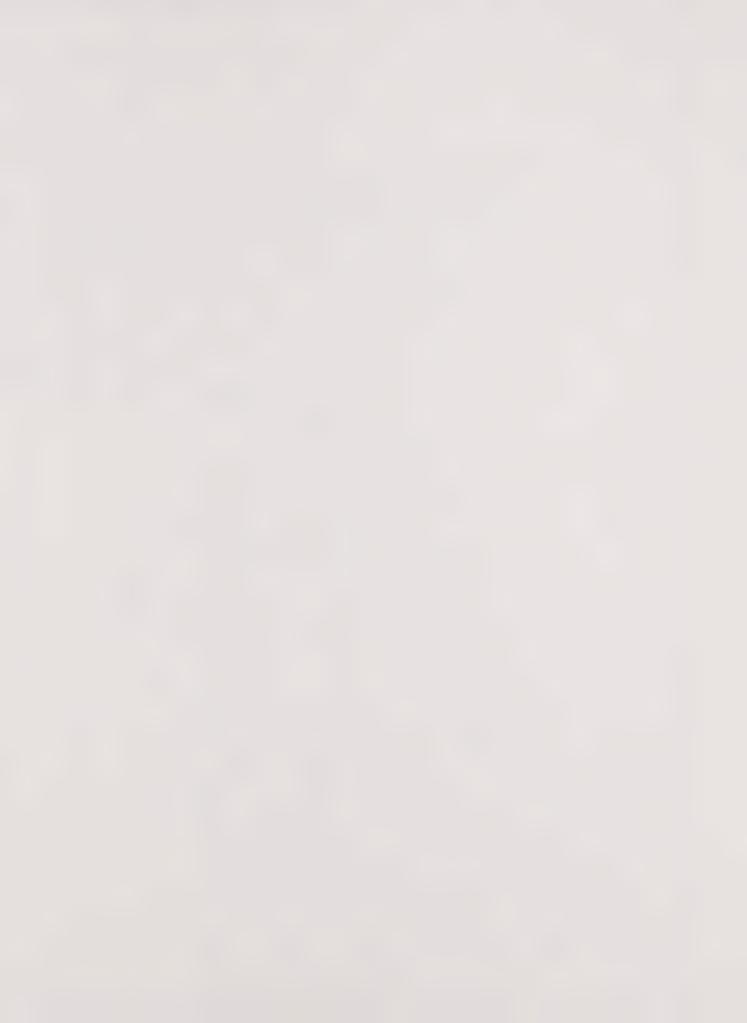
<u>U.S. Highway 101 (Ventura Freeway)</u>, located in the southern portion of the study area, is a six-lane freeway which serves the Ventura area and is the principal inter-city route along the Pacific Coast. U.S. Highway 101 provides a major link from Ventura to the neighboring communities of Santa Barbara, Oxnard, Camarillo, and Thousand Oaks.

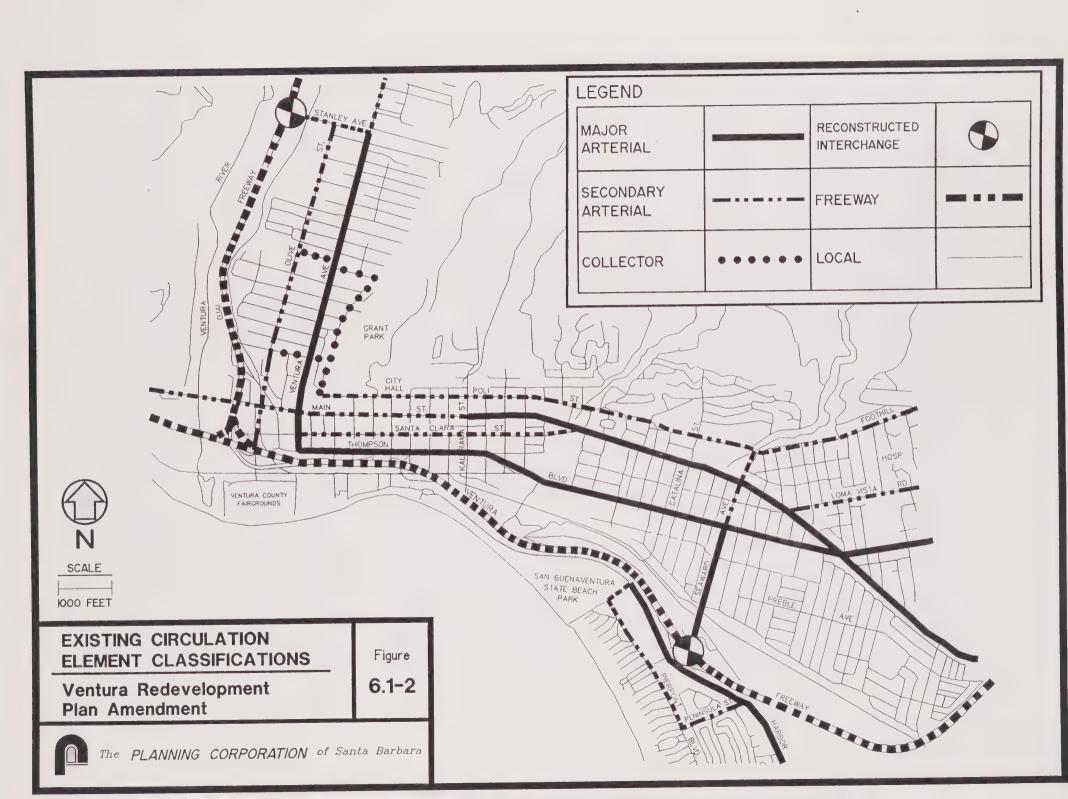
This highway is also used by a significant number of local drivers as an intra-community route. Access to the Downtown Redevelopment area from the freeway would be provided via the ramp connections at Main Street, Ventura Avenue, California Street and Harbor Boulevard.

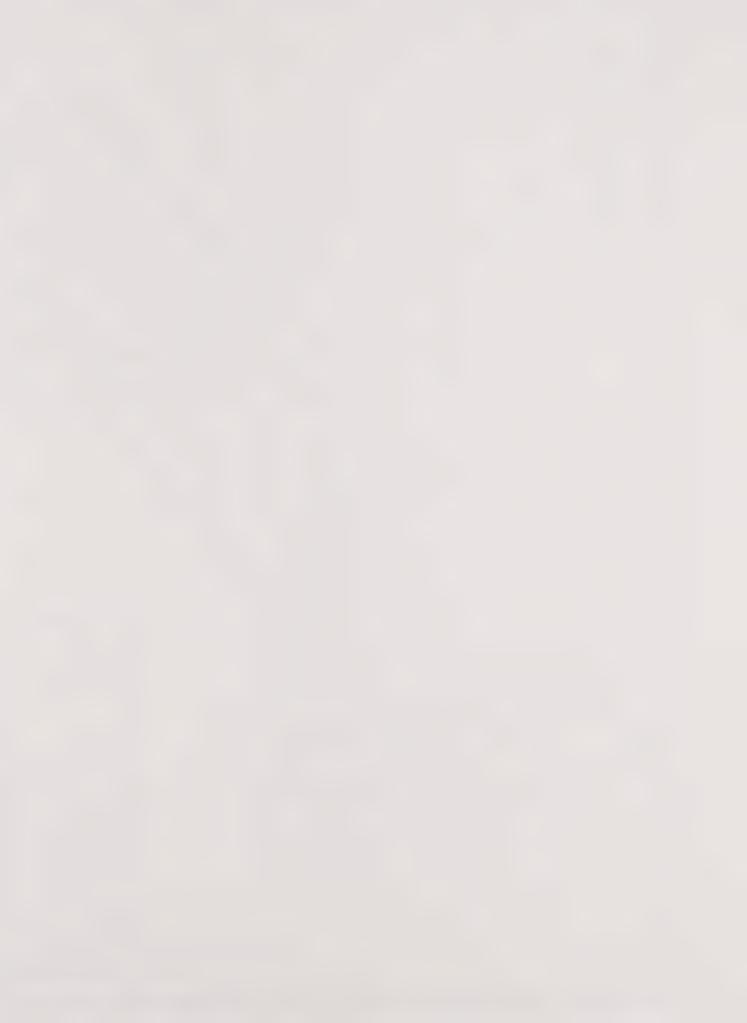
State Route 33 (Ojai Freeway), is a four-lane north-south State Highway which originates at U.S. Highway 101 in the southwestern portion of the study area. State Route 33 extends northerly from its junction with U.S. Highway 101 providing access to the community of Casitas Springs and the City of Ojai. North of the Ojai Valley, Route 33 continues through the Cuyama Valley connecting with State Route 166. Access to the freeway from the study area would be available via a full interchange at U.S. Highway 101 and ramp connections at North Garden Street and Stanley Avenue.











Major Arterial Streets

East Main Street, a two- to four-lane east-west major arterial, is located in the center of the Downtown Redevelopment study area. Main Street extends easterly from its junction with U.S. Highway 101 through the downtown area and the central portion of the City to Telephone Road, at which points it terminates. Main Street provides a primary access route through the downtown and central portions of the City. Main Street also provides access between the study area and U.S. Highway 101.

Thompson Boulevard, located just north of U.S. Highway 101 in the study area, is a four-lane east-west major arterial street. Thompson Boulevard originates at its junction with South Olive Street and extends easterly to Telegraph Road where it ends. Thompson Boulevard provides additional east-west access to the Downtown Redevelopment area, and indirect access to both U.S. Highway 101 and State Route 33.

South Garden Street, a four-lane major arterial street, connects the westerly end of Thompson Boulevard with East Main Street, North Garden Street, and North Olive Street. North Olive Street is now the entrance to the Mission Plaza shopping center. South Garden Street is located between Ventura Avenue and South Olive Street in the western portion of the study area.

<u>Ventura Avenue</u>, a two-lane north-south major arterial street, is located one-half mile east of State Route 33 in the western portion of the study area. Ventura Avenue parallels the east side of State Route 33, extending from the U.S. Highway 101 southbound off-ramp at Thompson Boulevard on the south to south of the community of Casitas Springs on the north.

Secondary Arterial Streets

<u>California Street</u>, located just east of the study area, is classified as a two-lane north-south secondary arterial street. California Street extends northerly from its junction with Harbor Boulevard to Poli Street, thus providing a major access route to City Hall, which is located on the north side of the Poli Street/California Street intersection. California Street provides partial access to U.S. Highway 101 via a northbound off-ramp located just south of the Thompson Boulevard intersection, and a southbound on-ramp located on Harbor Boulevard just east of the California Street intersection.

Olive Street is a two-lane north south secondary arterial located mid-way between Ventura Avenue and State Route 33. Olive Street provides local north-south access for the western portion of the study area as it extends from Garden Street on the south to Stanley Avenue on the north. Olive Street also provides partial access to State Route 33 via a northbound on-ramp and a southbound off-ramp, located just north of Main Street.

<u>Stanley Avenue</u>, located approximately one mile north of the northwestern study area boundary, is a two-lane secondary arterial street which provides access to State Route 33. Stanley Avenue extends one-half mile easterly from State Route 33 interchange to Ventura Avenue where it terminates.

<u>Poli Street</u> a two-lane east-west secondary arterial street is located along the northern boundary of the Downtown Redevelopment area. This collector street extends easterly from Cedar Street throughout the City of Ventura, eventually becoming Foothill Road.

Collector Streets

Harbor Boulevard, a two-lane east-west collector street, is located on the south side of U.S. Highway 101 in the southern portion of the study area. This street extends as a frontage road to U.S. Highway 101 from the Ventura County Fairgrounds on the west to Seaward Avenue. At this point, Harbor Boulevard diverges from U.S. Highway 101 and proceeds southerly, eventually connecting with Channel Islands Boulevard in the City of Oxnard.

<u>Santa Clara Street</u>, a two-lane east-west collector street, is located midway between Main Street and Thompson Boulevard. This street provides local east-west access to the study area, extending from South Garden Street on the west to Main Street on the east.

Local Streets

Oak Street, located along the easterly study area boundary, is a two-lane north-south local street which extends northerly from the U.S. Highway 101 Northbound on-ramp at Thompson Boulevard to Poli Street.

<u>Chestnut Street</u>, a two-lane north south local street, is located one block east of California Street. Chestnut Street provides access to southbound U.S. Highway 101 via an on-ramp located on the southerly side of the Thompson Boulevard intersection.

Other local streets in the study area include Junipero Street, Figueroa Street, Palm Street and Fix Way.

Definition of Terms: Traffic Flow and Operational Conditions

There are several technical measures commonly used in the assessment of traffic generation, roadway capacity, and traffic flow impacts. These measures are only estimates or approximations of existing conditions and should be regarded as models of future or existing traffic conditions. The most importanto concepts and their correlative abbreviations are:

- o <u>Average Daily Traffic</u> (ADT): The total number of vehicles passing a given point over a 24-hour period; ADTs are often measured over a three day period to provide the most accurate weighted average;
- o <u>Peak-Hour Traffic</u> (PHT): The highest recorded hourly traffic volume along a roadway segment. This measure characteristically corresponds with peak commuter work traffic or "rush hour" conditions;
- o <u>Volume-to-Capacity</u> (V/C) <u>Ratio</u>: A set of computations that conclude with a summary statistic providing a ratio of traffic volume to the estimated intersection capacity;
- o <u>Level of Service</u> (LOS): A qualitative (ordinal) scale that expresses a roadway's operational condition in a single summary statistic.

Table 6.1-1, Level of Service Interpretation for Intersections With Traffic Signals, describes the conditions experienced by a driver encountering various Levels-of-Service (LOS) at signalized intersections. The relationships between Volume-to-Capacity (V/C) ratios and traffic flow conditions is also provided in this table. Table 6.1-2, Level of Service Criteria for Intersections Without Signals, explains the meaning of LOS for unsignalized intersections.

TABLE 6.1-1 Level of Service Interpretation for Intersections with Traffic Signals

Level of Service	Description	Average Vehicle Delay (Seconds)	Volume to Capacity Ratio
A	Free Flow. No approach phase is fully utilized by traffic and no vehicle waits longer than one red light. Insignificant delays.	0-16	0.0-0.59
В	Stable Operation. An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. Minimal delays.	16-22	0.60-0.69
С	Stable Operation. Major approach phase may become fully utilized. Most drivers feel somewhat restricted. Acceptable delays.	22-28	0.70-0.79
D	Approaching Unstable. Drivers may have to wait through more than one red signal. Queues develop but dissipate rapidly, without excessive delays.	28-35	0.80-0.89
Е	Unstable Operation. Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. Significant delays.	35-40	0.90-0.99
F	Forced Flow. Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections. Excessive delays.	40 or greater	1.00 +

Sources: "Highway Capacity Manual", Highway Research Board, Special Report No. 87, Washington, D.C., 1965.

Interim Materials on Highway Capacity, Transportation Research Board, National Academy of Sciences, Transportation Research Circular 212, 1980.

Highway Research Board, 1965.

TABLE 6.1-2 Level of Service Criteria for Intersections Without Signals

LOS	Expected Delay to Minor Street	Available Reserve Capacity
A	Little or no delay	400 or more
В	Short traffic delays	300 to 399
С	Average traffic delays	200-299
D	Long traffic delays	100-199
Е	Extreme congestion	0-99
F	Intersection blocked by external causes	less than zero

Thresholds of Significance

City Street System Intersections

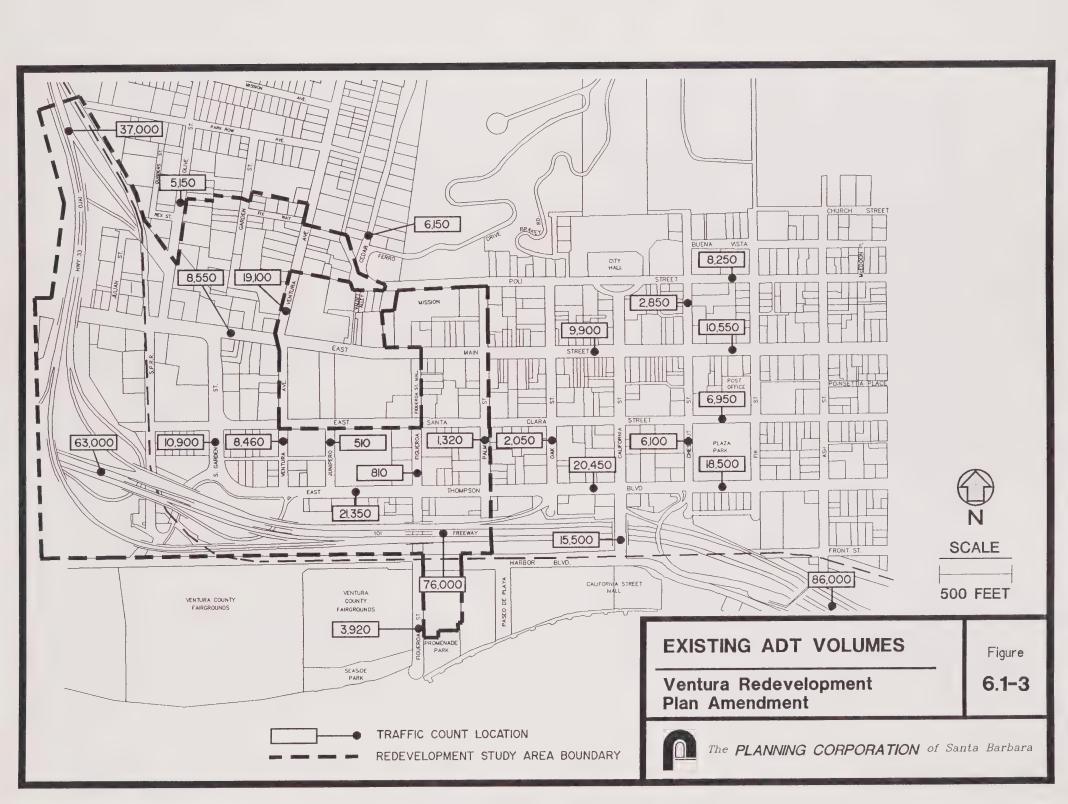
The City of Ventura's criteria for traffic impacts (Table 6.1-3) were used in assessing project-specific impacts in this report. These criteria are summarized below and are outlined in more detail in the Appendix D.

TABLE 6.1-3 City of Ventura Traffic Impact Criteria

City of ventura 113	affic Impact Criteria	Guidennes Dased	Project Peak
Taintin a	Trimo Addad To	Project Peak	Hour Trips
Existing Intersection LOS	Trips Added To Critical Movements	Hour Trip Generation	Entering a Critica Intersection
A	>150	500-1200	300-600
\mathbf{A}			
B	> 75	250-900	150-300
	> 75 > 45	250-900 150-450	150-300 90-180
B C	> 45	150-450	90-180

Existing Volumes and Levels of Service

Existing average daily traffic volumes (ADT) for the street segments in the study area were obtained from the City of Ventura Public Works Department, Caltrans District 7, and machine counts conducted by ATE for this report. The existing ADT volumes are illustrated in Figure 6.1-3.





The majority of the ADT volumes are within the design capacities of the study area roadway segments. The 19,100 ADT currently traveling on Ventura Avenue north of Main Street indicate that this roadway will require eventual widening from two to four lanes. The peak hour volumes present on the freeways, as listed in the 1988 Caltrans Traffic Volumes Report¹ indicate that U.S. Highway 101 is operating at Level of Service (LOS) C, and that State Route 33 is operating at LOS C.

Because traffic flows on urban arterials are most severely restricted at intersections, a detailed analysis of roadway traffic conditions must examine the operating characteristics of critical intersections during peak flow periods. In rating an intersection's ability to accommodate peak hour traffic volumes, "Levels of Service" (LOS) A through F are used, with A indicating little or no congestion and F indicating severe congestion as summarized in Table 6.1-1. Existing A.M., Noon and P.M. peak hour intersection turning volumes were obtained from City of Ventura staff, the City's Traffic Impact Analysis Technical Appendix, and field counts conducted by ATE in 1988 and 1989, for twelve intersections estimated to be affected by project-generated traffic.

Level of service ratings for the signalized intersections in the project area were calculated utilizing the intersection capacity analysis procedures outlined in the City's Traffic Impact Study Manual. The levels of service for the stop sign controlled intersections were calculated based on vehicle delays measured during the peak hours. Intersection turning volumes and a brief discussion of the calculation procedures used in estimating signalized and unsignalized intersection levels of service are contained in the Appendix D. Table 6.1-4, AM, Noon, and PM Peak Hour Intersection Levels of Service, lists the type of traffic control and the existing A.M., Noon, and P.M. peak hour level of service for each of the study area intersections required by City staff.

TABLE 6.1-4
AM, Noon and PM Peak Hour Intersection Levels of Service

	Control	V/C ratio/Level of Service			
Intersection	Type	A.M. Peak	Noon Peak	P.M. Peak	
California Street/Thompson Blvd.	Signal	0.47/A	0.60/A	0.62/B	
California Street/U.S. 101 NB Ramp(a)	Signal	NA/A-B	NA/A-B	NA/D-E	
Ventura Ave./Main St.	Signal	NR	0.47/A	0.55/A	
Ventura Ave./Stanley Rd.	Signal	0.64/B	NR	0.67/B	
Monmouth Ave./Harbor Blvd.	Signal	0.65/B	NR	0.69/B	
Seaward Ave./Thompson Blvd.	Signal	0.53/A	NR	0.68/B	
Seaward Ave./Harbor Blvd.	Signal	0.80/C	NR	1.05/F	
Seaward Ave./101 NB Ramps	Signal	0.64/B	NR	0.93/E	
Seaward Ave./Main St.	Signal	0.49/A	NR	0.64/B	
•	Stop Sign	NR	0.89/D	0.93/E	
Thompson Blvd./U.S. 101 SB Ramp	Signal	NR	0.38/A	0.45/A	

NR = Analysis of these peak intersection periods not required by City staff.

NA = Intersection V/C ratio not applicable.

B = Bold highlights: locations operate at LOS D or worse.

a Operation of this intersection is controlled by the signals at the California Street/Thompson Boulevard intersection.

The results listed in Table 6.1-4 indicate that the majority of the intersections in the study area are currently operating at acceptable levels of service with existing traffic volumes. The intersections at the Seaward Avenue/U.S. Highway 101 Interchange are, however, operating poorly during peak periods. The stop sign controlled intersection of Thompson Boulevard and Oak Street is also operating poorly, with heavy delays experienced during peak periods. The intersection of California Boulevard and the U.S. Highway 101 northbound off-ramp also experiences rather heavy delay for the northbound approach during the P.M. peak hour.

Trip Generation

Trip generation rates for the majority of the existing and proposed land uses within each study area block were derived from the City of Ventura's Traffic Impact Analysis Technical Appendix. The rates for the general commercial developments proposed within the study area were derived from the Institute of Transportation Engineers (ITE) Trip Generation Report. The rates listed under the Specialty Retail category (Land Use Code #814) were chosen for the majority of the retail uses expected to be incorporated in the downtown area. If, however, the land uses developed in the area become more intensive (such as fast-food restaurants, etc.), then the trip generation estimates would need to be increased.

Trip generation rates for the Noon peak hour were derived from the ITE report as well as studies contained in the following sources:

San Diego Traffic Generators, San Diego Association of Governments, Updates to July, 1988

<u>Caltrans Progress Reports on Trip Ends Generation Research Counts</u>, California Department of Transportation, District 4, 1965-1983.

Utilizing the rates contained in the above reports, the net average daily, A.M., Noon and P.M. peak hour trips expected to be generated by each block within the redevelopment area were forecast as summarized in Table 6.1-5, Trip Generation Summary. The trip generation calculations, which are contained in Appendix D, deducted the trips generated by developments which are to be removed from each block and then added the trips generated by the proposed redevelopment land uses. A summary of the daily, AM, Noon and PM peak hour trip generation rates used for the developments in the downtown area is contained in Appendix D.

The results presented in Table 6.1-5 indicate that the Phase I developments proposed within the redevelopment study area would generate a total of 8,184 daily trips, 259 A.M. peak hour trips, 582 Noon peak hour trips, and 852 P.M. peak hour trips. Phase II developments would generate an additional 4,630 daily trips, 153 A.M. peak hour trips, 302 Noon peak hour trips, and 388 P.M. peak hour trips.

Trip Distribution

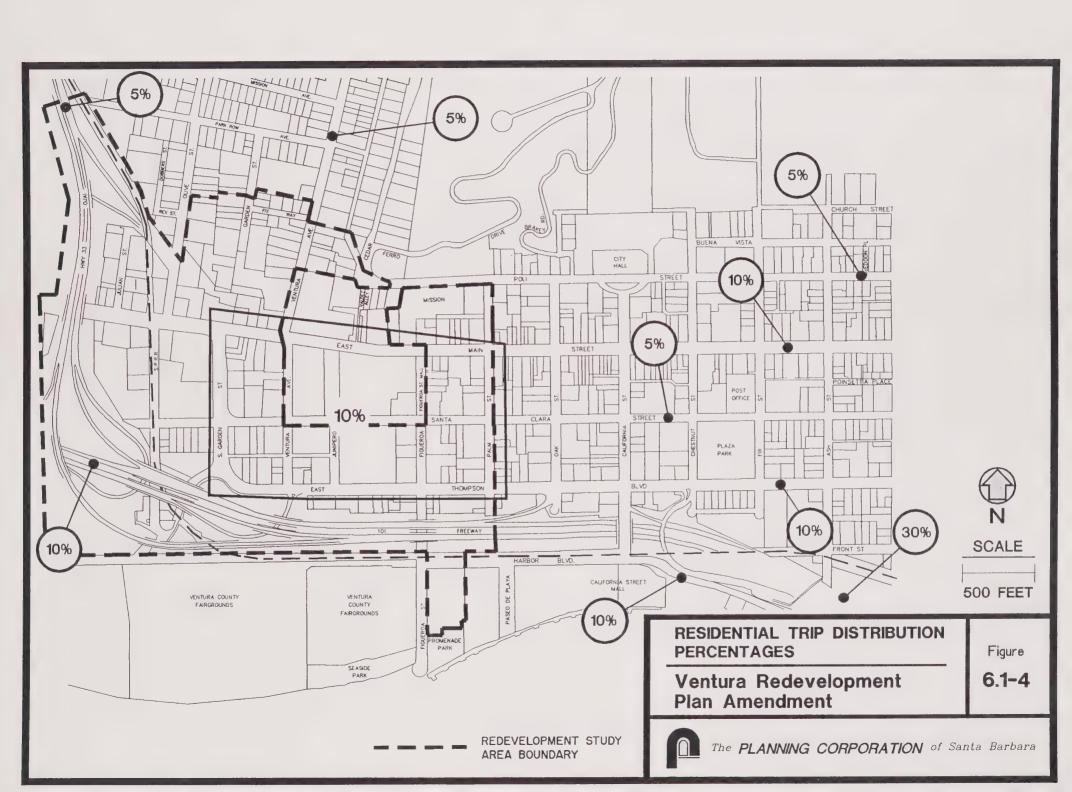
The average daily, A.M., Noon and P.M. peak hour trips generated within the redevelopment area were distributed onto the adjacent street network according to the percentages listed below and shown in Figures 6.1-4, 6.1-5 and 6.1-6. These percentages, developed in consultation with and approved by City staff, were derived using machine traffic counts, intersection turning movement counts, and a general knowledge of the population, employment, and commercial centers in the Ventura urban area. As shown in Table 6.1-6, Project Distribution Percentages, separate sets of trip distribution percentages were formulated for the residential, commercial and industrial land use types.

Once distributed, the average daily and peak hour trips generated by the Phase I and Phase II of the project were assigned to the existing traffic volumes. Figure 6.1-7 displays the existing-plus-Phase I ADT volumes, and Figure 6.1-8 shows the existing-plus-Phase I and Phase II ADT volumes. Existing and existing-plus-project intersection peak hour volumes are shown in the level of service worksheets contained in Appendix D. The project-added peak hour intersection volumes are also shown in a series of diagrams contained in the Appendix.

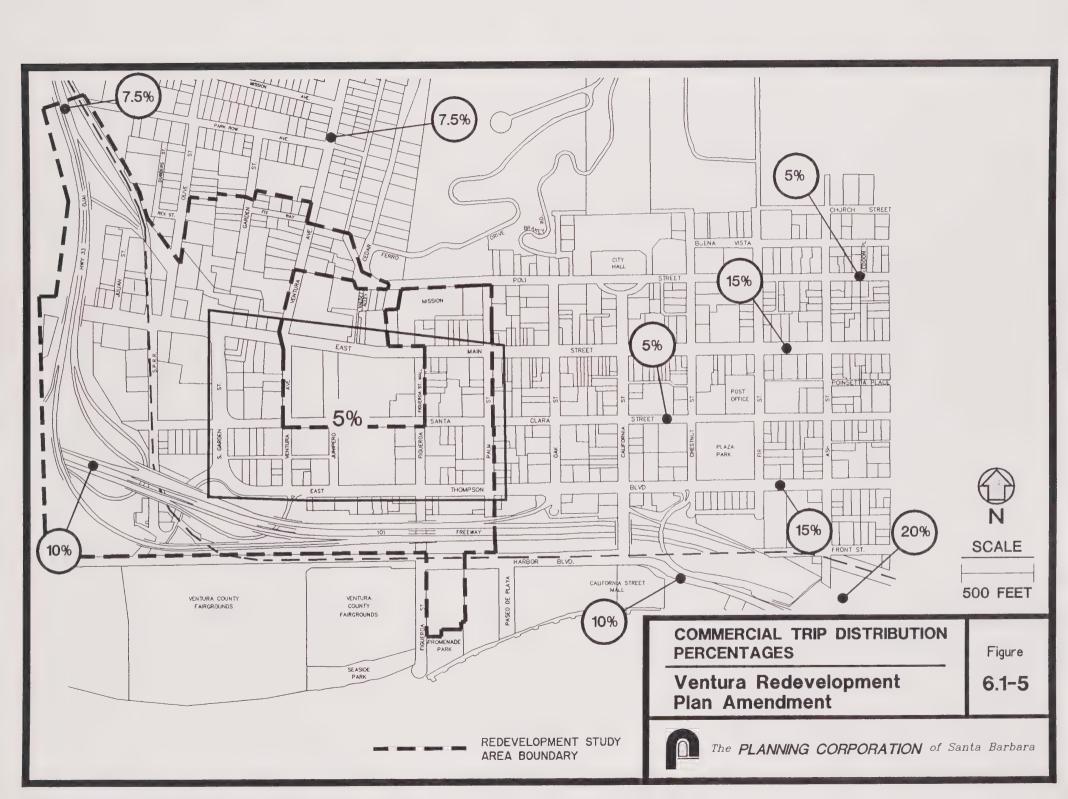
TABLE 6.1-5
Trip Generation Summary

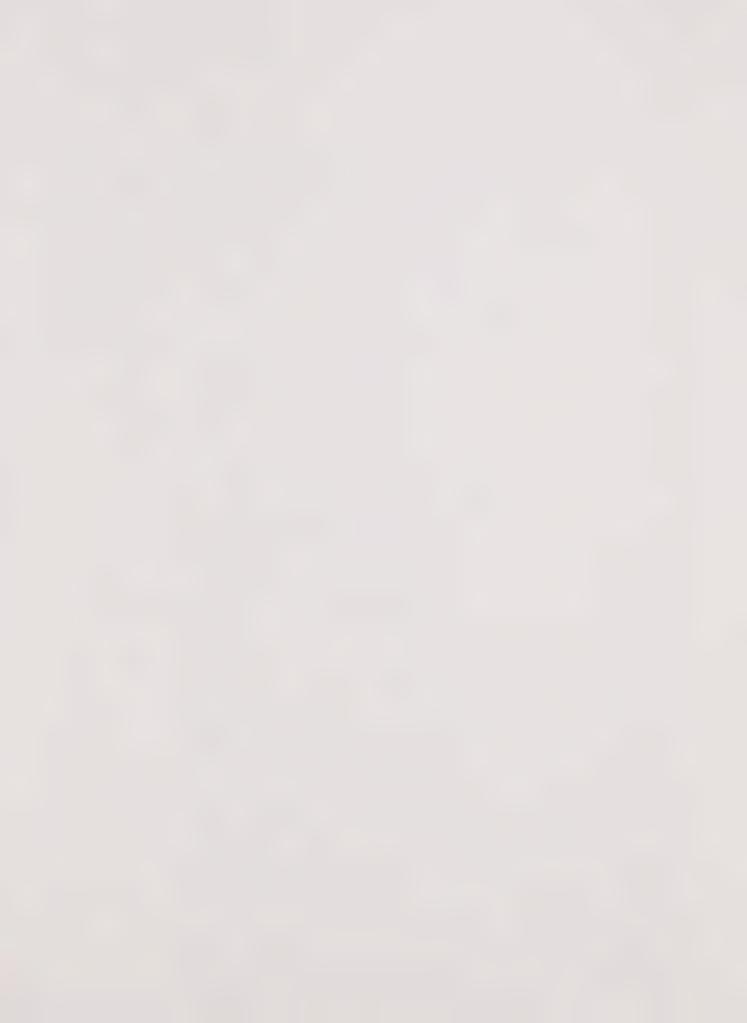
Block	ADT	A.M. Peak Peak Trips	Noon Peak Peak Trips	P.M. Peak Peak Trips
Diock	7101	Tour Trips		
Phase I				
Block A	788 ADT	29 Trips	62 Trips	96 Trips
Block B	-72 ADT	7 Trips	-8 Trips	-10 Trips
Block C	0 ADT	0 Trips	0 Trips	0 Trips
Block D	326 ADT	8 Trips	22 Trips	40 Trips
Block F	434 ADT	41 Trips	60 Trips	71 Trips
Block G	661 ADT	-12 Trips	27 Trips	83 Trips
Block H	230 ADT	17 Trips	17 Trips	31 Trips
Block I	71 ADT	10 Trips	6 Trips	10 Trips
Block J	659 ADT	15 Trips	-9 Trips	46 Trips
Block K	56 ADT	9 Trips	5 Trips	9 Trips
Block O	1,402 ADT	-24 Trips	119 Trips	98 Trips
Block P	976 ADT	23 Trips	67 Trips	116 Trips
Block Q	59 ADT	7 Trips	-4 Trips	7 Trips
Block R	1,187 ADT	24 Trips	79 Trips	144 Trips
Block S	$0\mathrm{ADT}$	0 Trips	0 Trips	0 Trips
Block T	69 ADT	2 Trips	5 Trips	8 Trips
Block U	1,338 ADT	103 Trips	134 Trips	103 Trips
Subtotal	8,184 ADT	259 Trips	582 Trips	852 Trips
Phase II				
Block E	1,208 ADT	72 Trips	110 Trips	124 Trips
Block L	1,565 ADT	-9 Trips	94 Trips	108 Trips
Block M	1,411 ADT	47 Trips	83 Trips	106 Trips
Block N	446 ADT	43 Trips	15 Trips	50 Trips
Subtotal	4,630 ADT	153 Trips	302 Trips	388 Trips
TOTALS	12,814 ADT	412 Trips	884 Trips	1,240 Trips

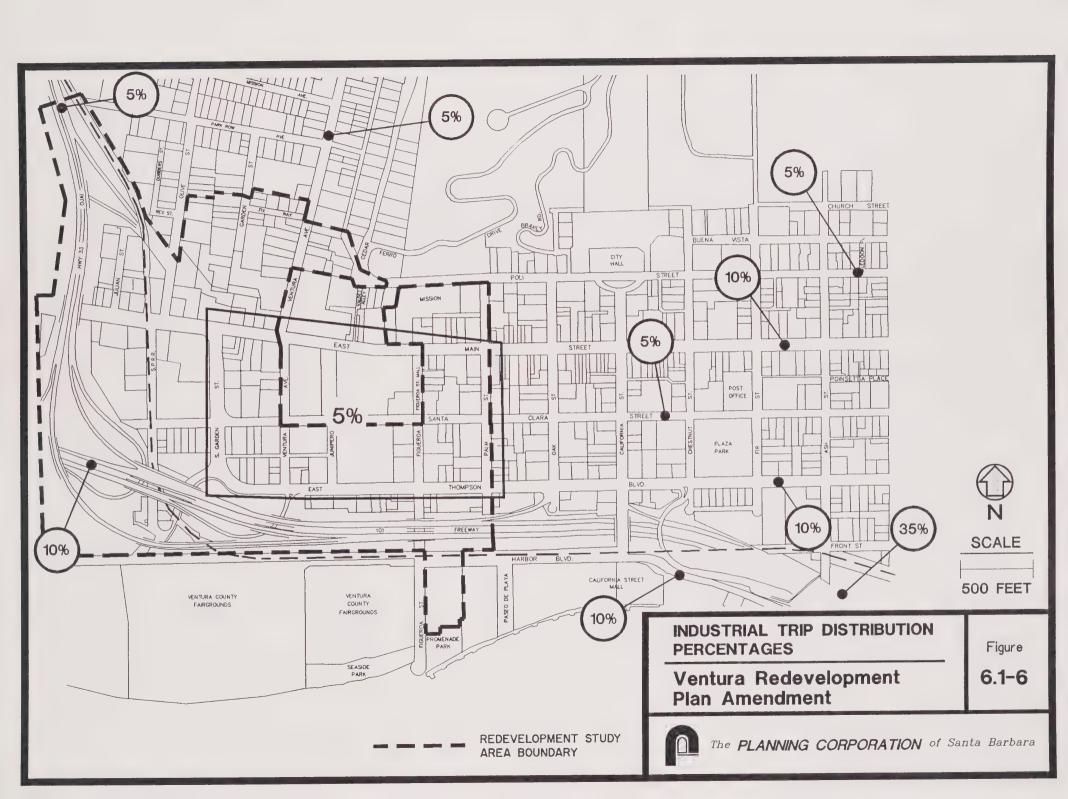


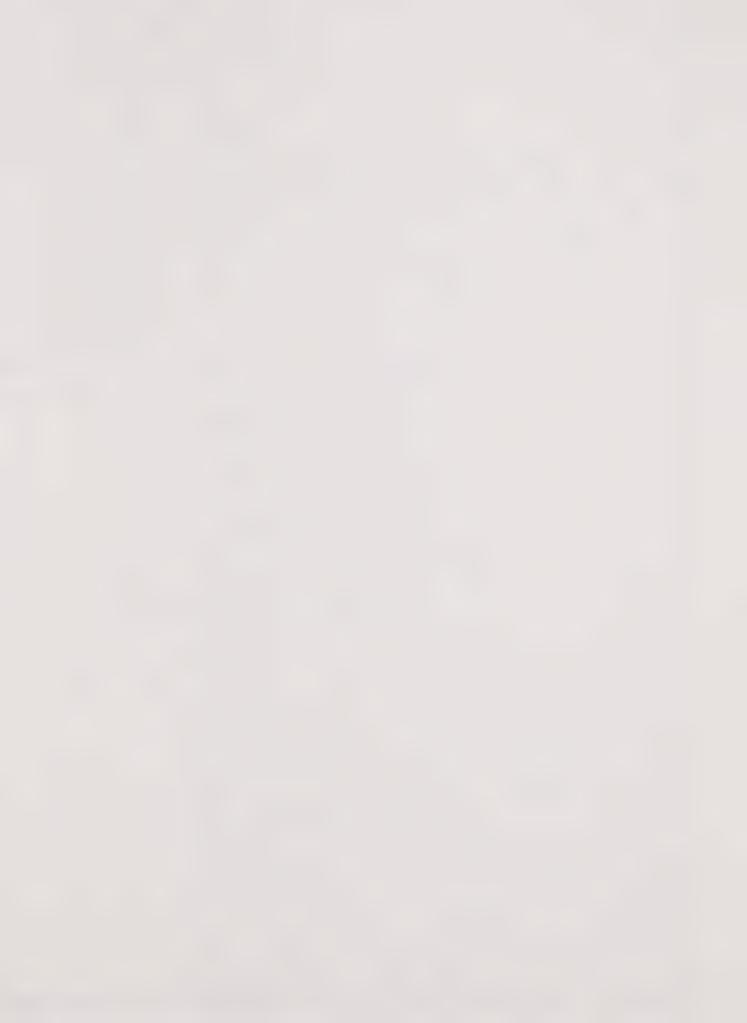


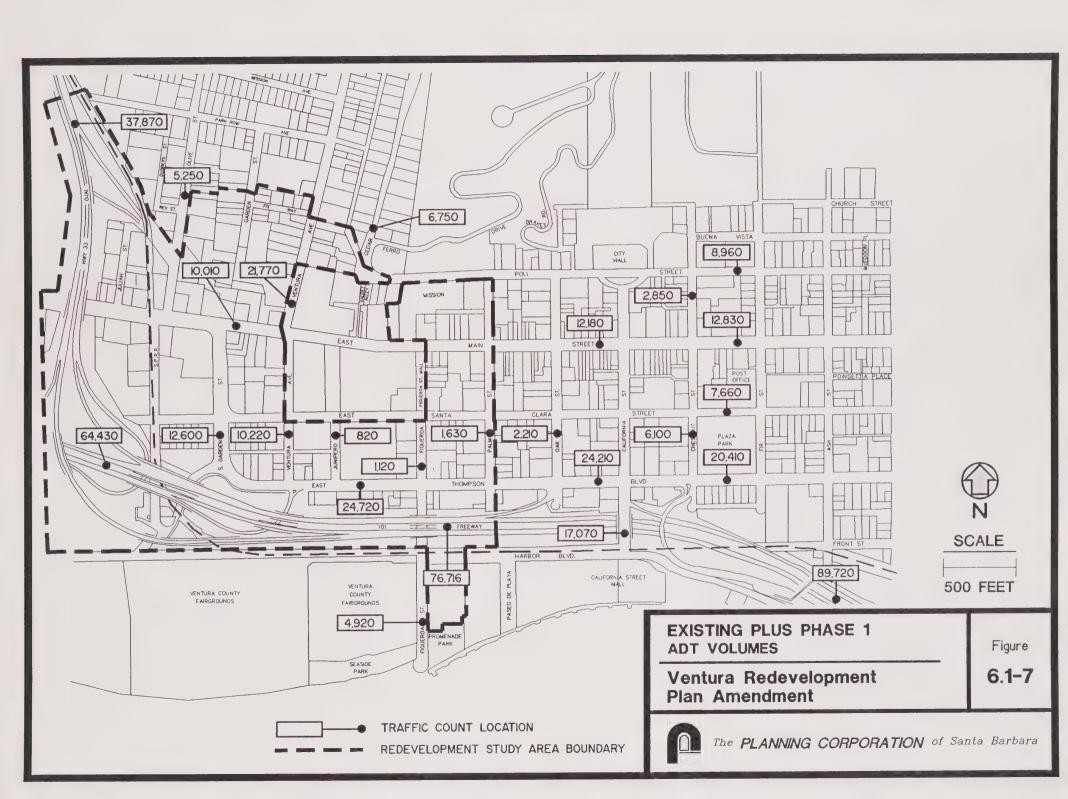


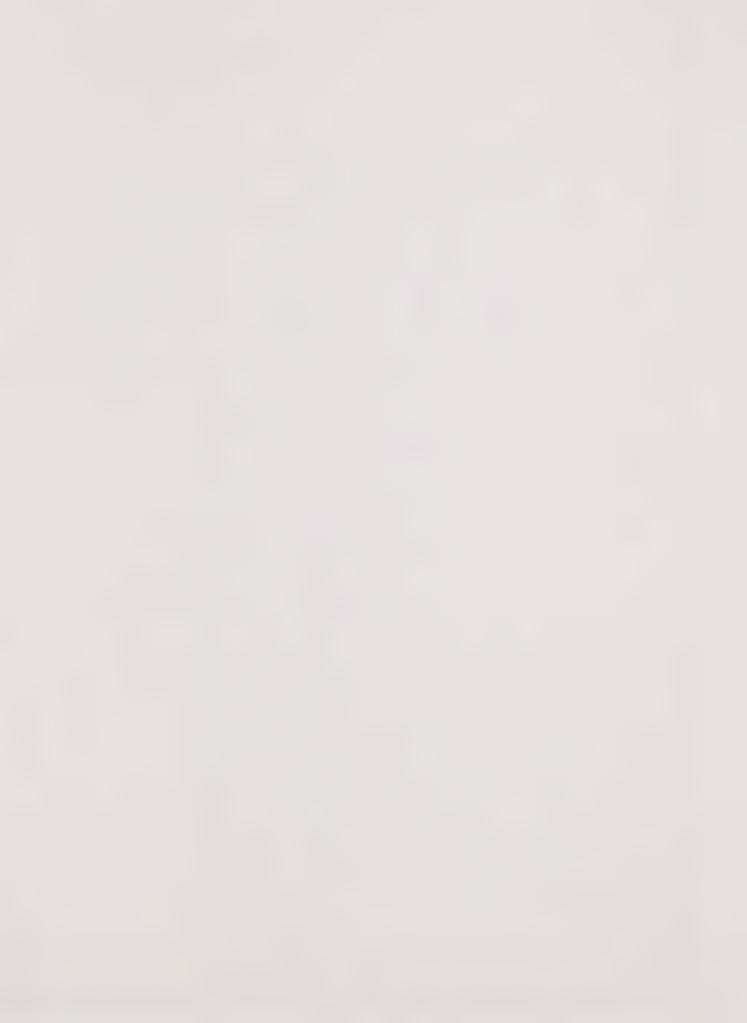


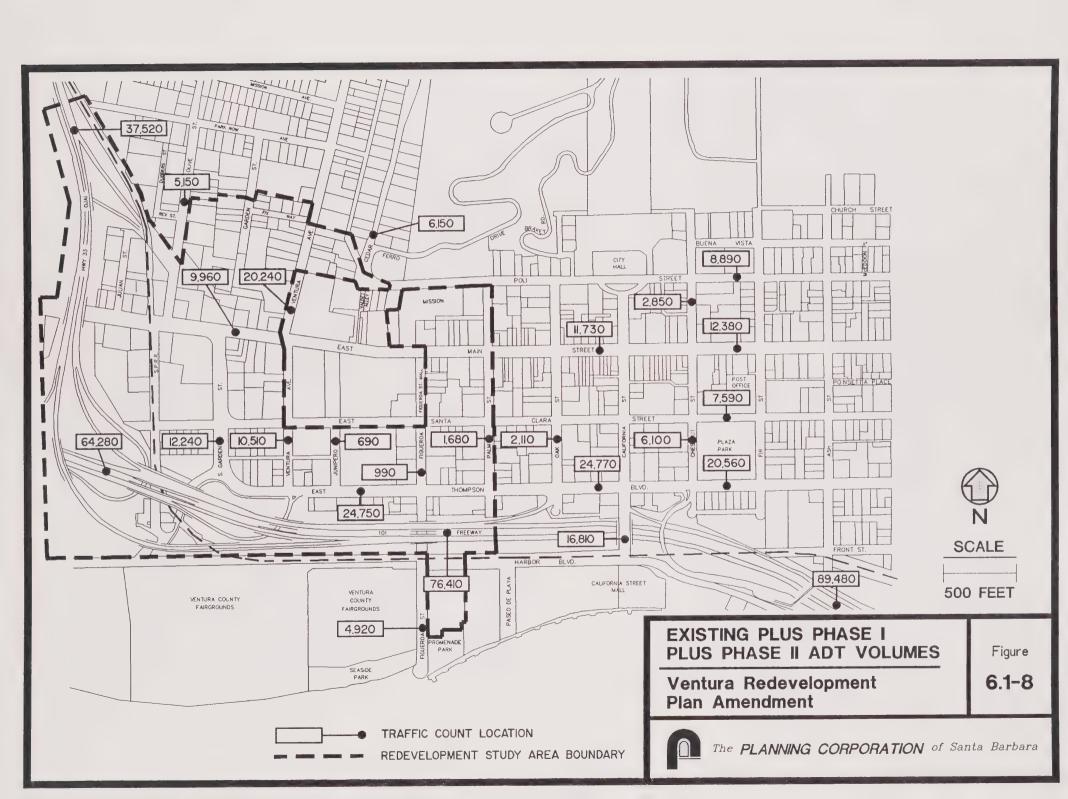












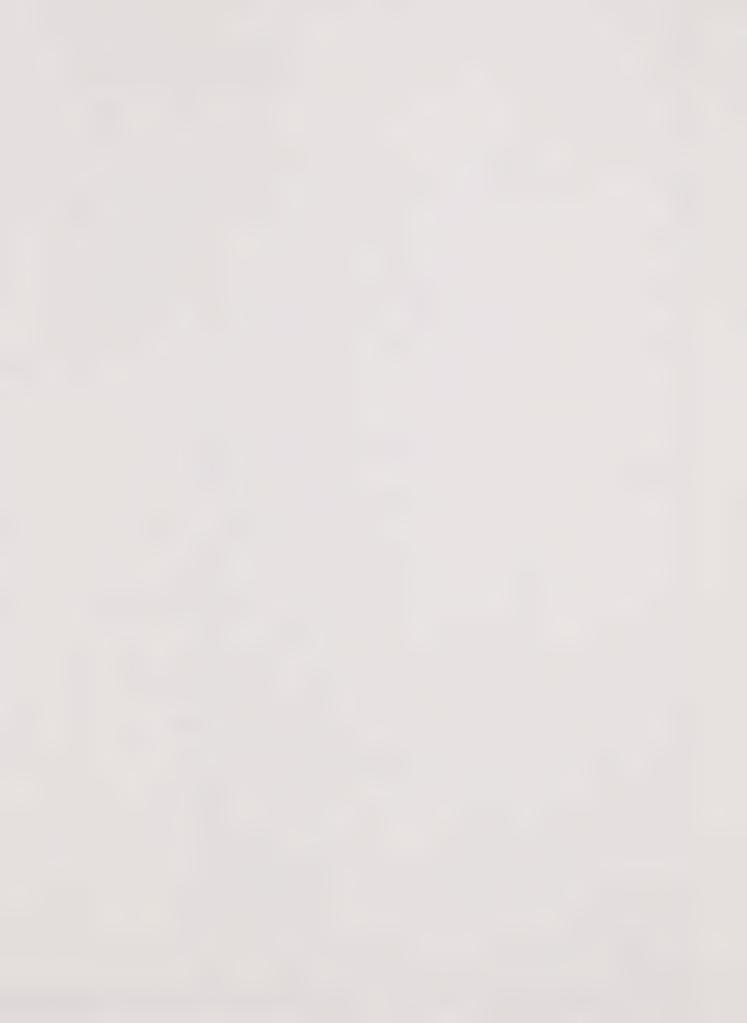


TABLE 6.1-6
Ventura Downtown Redevelopment Project Distribution Percentages

Residential Percentages Commercia			al Percer	itages	Industrial Percentages			
U.S. 101	East	30%	U.S. 101	East	20%	U.S. 101	East	35%
U.S. 101	West	10%	U.S. 101	West	10%	U.S. 101	West	10%
Route 33	North	5%	Route 33	North	7.5%	Route 33	North	5%
Ventura Ave	North	5%	Ventura Ave	North	7.5%	Ventura Ave	North	5%
Main St.	East	10%	Main St.	East	15%	Main St.	East	10%
Santa Clara	East	5%	Santa Clara	East	5%	Santa Clara	East	5%
Thompson	East	10%	Thompson	East	15%	Thompson	East	10%
Harbor Blvd.	East	10%	Harbor Blvd.	East	10%	Harbor Blvd.	East	10%
Poli St.	East	5%	Harbor Blvd.	East	5%	Poli St.	East	5%
Local Area		10%	Local Area		5%	Local Area		5%
		100%			100%			100%

IMPACTS

Phase I Traffic Impacts

Roadway Impacts

The existing-plus-Phase I ADT volumes are shown in Figure 6.1-7. The increases in average daily traffic volumes expected to be generated by Phase I developments would not significantly impact the capacity of the street segments in the study area. The volumes on Ventura Avenue north of Main Street would increase from 19,100 ADT to 19,930 ADT. The existing and existing-plus-Phase I volumes forecast for this roadway indicate that the City should plan for the expansion of this roadway from two to four lanes. The increases in volumes generated by Phase I buildout would not in themselves require the widening of this roadway segment. The operation of the freeway segments in the project area would not measurably degrade with project-added daily and peak hour traffic volumes.

City Engineering staff also expressed some concern over the operation of the sections of Main Street within and adjacent to the Redevelopment study area. The sections of Main Street between South Garden Street and Fir Street currently experience a higher than average accident rate, based on the information contained in the City of Ventura 1988 Traffic Safety Report. The accident problem experienced on Main Street is related to vehicles entering and exiting the existing diagonal parking spaces adjacent to the roadway. Phase I of the Redevelopment Project would increase volumes along Main Street by approximately 12 percent, thus exacerbating existing accident conditions.

Intersection Impacts

The intersection volume-to-capacity ratios and levels of service were recalculated assuming the peak hour existing-plus-Phase I volumes. Tables 6.1-7, 6.1-8 and 6.1-9 show the existing and existing-plus-Phase I intersection volume-to-capacity ratios and levels of service, and list the project-added critical approach volumes for the AM, Noon, and PM peak hours.

TABLE 6.1-7
Forecast A.M. Peak Hour Intersection Levels of Service
With Phase I of the Ventura Downtown Redevelopment Project

	V/C Ratio/Level of Service			
Intersection	Existing	Critical Trips	Existing + Project	
California Street/Thompson Blvd.	0.47/A	45 Trips	0.50/A	
California Street/U.S. NB Ramp(a)	NA/A-B	6 Trips	NA/A-B	
Ventura Ave./Stanley Rd.	0.64/B	12 Trips	0.65/B	
Monmouth Ave./Harbor Blvd.	0.65/B	0 Trips	0.65/B	
Seaward Ave./Thompson Blvd.	0.53/A	27 Trips	0.54/C	
Seaward Ave./Harbor Blvd.	0.80/C	20 Trips	0.82/D	
Seaward Ave. /101 NB Ramps	0.64/B	0 Trips	0.64/B	
Seaward Ave./Main St.	0.49/A	13 Trips	0.50/A	

TABLE 6.1-8

Forecast Noon Hour Intersection Levels of Service
With Phase I of the Ventura Downtown Redevelopment Project

	V/C Ratio/Level of Service			
Intersection	Existing	Critical Trips	Existing + Project	
California Street/Thompson Blvd.	0.60/A	53 Trips	0.63/B	
California Street/U.S. NB Ramp(a)	NA/A-B	8 Trips	NA/A-B	
Ventura Ave./Main St.	0.47/A	45 Trips	0.49/A	
Thompson Blvd./Oak St.	0.89/D	68 Trips	0.93/E	
Thompson Blvd./U.S. 101 SB Ramp	0.38/A	67 Trips	0.43/A	

a Operation of this intersection is controlled by the signals at the California Street/Thompson Boulevard intersection.

TABLE 6.1-9
Forecast P.M. Peak Hour Intersection Levels of Service
With Phase I of the Ventura Downtown Redevelopment Project

	V/C	Ratio/Level of S	ervice	
		Critical	Existing +	
Intersection	Existing	Trips	Project	
California Street/Thompson Blvd.	0.62/B	95 Trips	0.68/B	
California Street/U.S. NB Ramp(a)	NA/D-E	13 Trips	NA/D-E	
Ventura Ave./Main St.	0.55/A	99 Trips	0.61/B	
Ventura Ave./Stanley Rd.	0.67/B	25 Trips	0.69/B	
Monmouth Ave./Harbor Blvd.	0.69/B	21 Trips	0.70/B	
Seaward Ave./Thompson Blvd.	0.68/B	52 Trips	0.71/C	
Seaward Ave./Harbor Blvd.	1.05/F	42 Trips	1.07/F	
Seaward Ave./101 NB Ramps	0.93/E	0 Trips	0.93/E	
Seaward Ave./Main St.	0.64/B	26 Trips	0.65/B	
Thompson Blvd./Oak St.	0.93/E	37 Trips	0.96/E	
Thompson Blvd./U.S. 101 SB Ramp	0.45/A	97 Trips	0.52/A	

Locations that exceed City Thresholds of Significance are shown in bold print.

The results presented in these tables indicate that traffic generated by buildout of Downtown Redevelopment Phase I developments would exceed City impact criteria at four intersections in the study area during the P.M. peak hour. Phase I significant intersection impact locations include:

California Street/Thompson Blvd. (P.M.)
California Street/U.S. 101 NB Ramp (P.M.)
Seaward Ave/Harbor Blvd (P.M.)
Thompson Blvd./Oak Street (P.M. & Noon)

Phase I and Phase II Impacts

Roadway Impacts

The existing-plus-Phase I and II ADT volumes are shown in Figure 6.1-8. The increases in average daily traffic volumes expected to be generated by Phase II developments would not significantly impact the capacity of the street segments surrounding in the study area. The volumes on Ventura Avenue north of Main Street would increase from 19,100 ADT to 20,240 ADT with Phase I and Phase II volumes added.

The existing and existing-plus-Phase I and II volumes forecast for Ventura Avenue indicate that the City should plan for the expansion of this roadway from two to four lanes. The City's Circulation Element (Figure 6.1-2) has also identified the need for this widening project. The operation of the freeway segments in the project area would not measurably degrade with project-added daily and peak hour traffic volumes.

a Operation of this intersection is controlled by the signals at the California Street/Thompson Boulevard intersection.

The sections of Main Street within and adjacent to the Redevelopment study area currently experience a higher than average accident rate based on the information contained in the City of Ventura 1988 Traffic Safety Report. The accident problem experienced on Main Street is related to vehicles entering and exiting the existing diagonal parking spaces adjacent to the roadway. Phases I and II of the Redevelopment Project would increase volumes along Main Street by approximately 17 percent, thus exacerbating existing accident conditions. This is a significant impact requiring mitigation planning.

Intersection Impacts

The intersection volume-to-capacity ratios and levels of service were recalculated incorporating the peak hour existing-plus-Phase I and Phase II volumes into a single prediction of impact. Tables 6.1-10, 6.1-11, and 6.1-12 display the existing and existing-plus-Phase I and Phase II intersection volume-to-capacity ratios and levels of service, and list the project-added critical approach volumes for the A.M., Noon, and P.M. peak hours.

Based on the City of Ventura's traffic impact criteria the addition of traffic generated by Phases I and II of the Redevelopment Project would cause significant impacts at the following six locations:

California Street/Thompson Blvd (P.M.)
California Street/U.S. 101 NB Ramp (P.M.)
Seaward Ave/Harbor Blvd (P.M.)
Seaward Ave/Thompson Blvd (P.M.)
Thompson Blvd/Oak Street (P.M. and Noon)
Thompson Blvd/U.S. 101 SB Ramp (P.M. and Noon)

TABLE 6.1-10
Forecast A.M. Peak Hour Intersection Levels of Service
With Phase I & II of the Ventura Downtown Redevelopment Project

	V/C Ratio/Level of Service			
Intersection	Existing	Critical Trips	Existing + Phase I & II	
California Street/Thompson Blvd.	0.47/A	67 Trips	0.51/A	
California Street/U.S. NB Ramp(a)	NA/A-B	11 Trips	NA/A-B	
Ventura Ave./Stanley Rd.	0.64/B	20 Trips	0.65/B	
Monmouth Ave./Harbor Blvd.	0.65/B	5 Trips	0.65/B	
Seaward Ave./Thompson Blvd.	0.53/A	38 Trips	0.55/C	
Seaward Ave./Harbor Blvd.	0.80/C	30 Trips	0.82/D	
Seaward Ave./101 NB Ramps	0.64/B	0 Trips	0.64/B	
Seaward Ave./Main St.	0.49/A	18 Trips	0.50/A	

a Operation of this intersection is controlled by the signals at the California Street/Thompson Boulevard intersection.

TABLE 6.1-11
Forecast Noon Hour Intersection Levels of Service
With Phase I & II of the Ventura Downtown Redevelopment Project

	V/C Ratio/Level of Service			
Intersection	Existing	Critical Trips	Existing + Phase I & II	
California Street/Thompson Blvd.	0.60/A	87 Trips	0.65/B	
California Street/U.S. NB Ramp(a)	NA/A-B	14 Trips	NA/A-B	
Ventura Ave./Main St.	0.47/A	83 Trips	0.52/A	
Thompson Blvd./Oak St.	0.89/D	114 Trips	0.95/E	
Thompson Blvd./U.S. 101 SB Ramp	0.38/D	130 Trips	0.47/A	

TABLE 6.1-12
Forecast P.M. Peak Hour Intersection Levels of Service
With Phase I & II of the Ventura Downtown Redevelopment Project

	V/C Ratio/Level of Service				
Tutanastian	Eviation	Critical	Existing +		
Intersection	Existing	Trips	Phase I & II		
California Street/Thompson Blvd.	0.62/B	133 Trips	0.71/C		
California Street/U.S. NB Ramp(a)	NA/D-E	19 Trips	NA/D-E		
Ventura Ave./Main St.	0.55/A	111 Trips	0.62/B		
Ventura Ave./Stanley Rd.	0.67/B	39 Trips	0.70/B		
Monmouth Ave./Harbor Blvd.	0.69/B	32 Trips	0.71/C		
Seaward Ave./Thompson Blvd.	0.68/B	77 Trips	0.73/C		
Seaward Ave./Harbor Blvd.	1.05/F	64 Trips	1.09/F		
Seaward Ave./101 NB Ramps	0.93/E	0 Trips	0.93/E		
Seaward Ave./Main St.	0.64/B	39 Trips	0.66/B		
Thompson Blvd./Oak St.	0.93/E	46 Trips	0.96/E		
Thompson Blvd./U.S. 101 SB Ramp	0.45/B	167 Trips	0.56/A		

Locations that exceed City Thresholds of Significance are shown in bold print.

a Operation of this intersection is controlled by the signals at the California Street/Thompson Boulevard intersection.

Parking Impacts

Existing Downtown Parking

An inventory of the existing parking lots within the Downtown Redevelopment area was obtained from the Downtown Parking Study conducted by the City of Ventura Department of Community Development. The locations of the parking lots within the study area are shown in Figure 6.1-9, Parking Lot Location Map. The number and type of parking spaces present in each of the parking lots outlined in Figure 6.1-9 are summarized below in Table 6.1-13, Downtown Parking Lot Inventory.

The Downtown Parking Study also listed the peak hour parking demands experienced in each of the downtown parking lots. These peak parking demands, as listed in the study, are shown below in Table 6.1-14, Downtown Parking Inventory: Occupancy Levels.

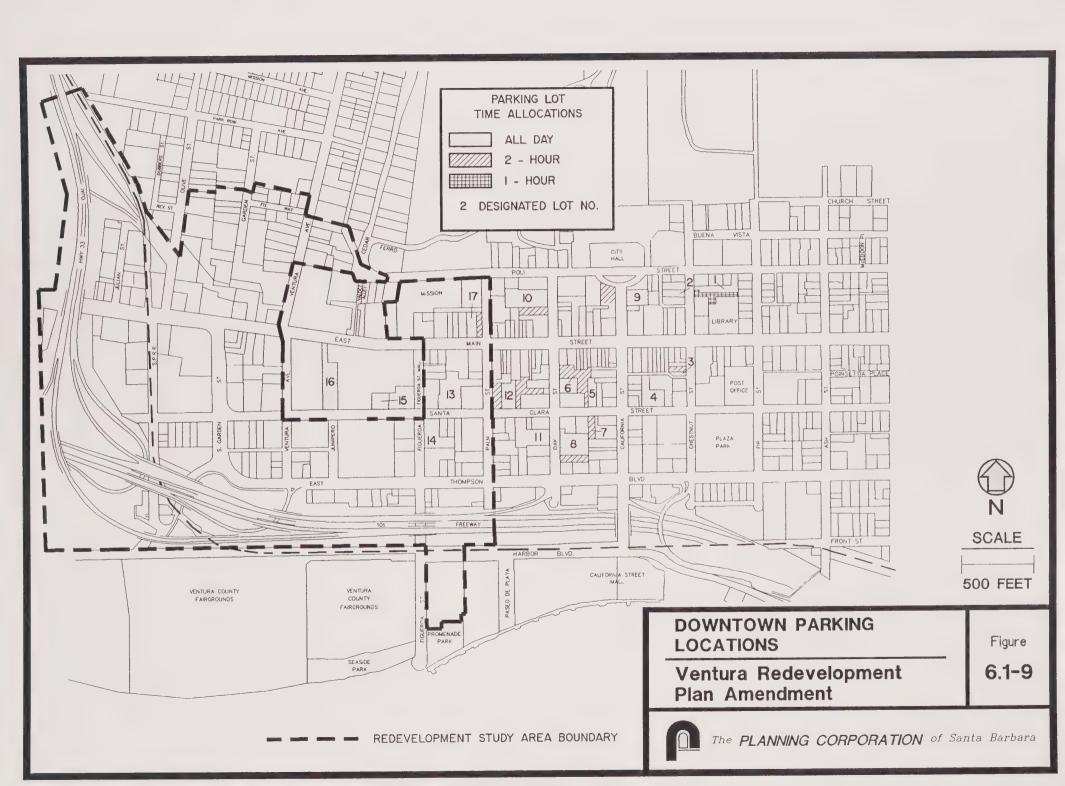
The data contained in the Downtown Parking Study indicates that many of the existing public parking lots located in the eastern portion of the study area are rather heavily used, experiencing parking occupancies greater than 80 to 90 percent during peak mid-day periods. The use of the parking lots in the westerly portion of the study area is somewhat lower, with parking occupancies in the 50 to 60 percent range.

The Downtown Redevelopment Project will create additional parking demands within the downtown area. Much of this additional demand will, however, be satisfied with the provision of on-site parking. The Downtown Parking Study also indicated that several of the existing lots within the Redevelopment area are underutilized, so a percentage of the future demand can also be satisfied in the unused portions of these lots. Thus, parking impacts are considered to be less than significant.

Transit Service Impacts

Bus service in the vicinity of the redevelopment blocks is provided via the Ojai/Thompson Boulevard, Ojai/Main Street, and Oxnard-Ventura/Main Street lines run by the South Coast Area Transit (SCAT). Within the study area the Ojai/Thompson Boulevard Line serves the Thompson Boulevard and Ventura Avenue corridors, as well as the City of Ojai, Monday through Saturday. This line connects to the Transit Hub at the San Buenaventura Plaza at Mills Road, with transfer points at Dakota Drive/Sioux Avenue, and Ventura Avenue/Main Street. On Sundays, operation of this line shifts from Thompson Boulevard to Main Street becoming the Ojai/Main Street Line.

According to Maureen Lopez, Director of Marketing and Planning for SCAT, the most widely used line in the study area is the Oxnard-Ventura/Main Street Line running 30 minute service daily with 7 buses. This line has the longest daily schedule (over 12 hours of daily service) and the highest ridership of any line in the SCAT system. Within the study area this line serves Ventura Avenue between Dakota Drive and Main Street, and Main Street between Ventura Avenue and Cabrillo Drive. Outside the study area this line serves Telegraph Road between Mills Road and Victoria Avenue, Victoria Avenue between Telegraph Road and Moon Drive, and the City of Oxnard along the 'C' Street corridor. Transfer points along this line are located at Dakota Drive/Sioux Avenue, California Street/Main Street, the San Buenaventura Plaza, Victoria Avenue/Telephone Road, Johnson Drive/Bristol Road, 'C' Street/Gonzales Road, and the Oxnard Transit Center. SCAT staff have indicated that Oxnard-Ventura/Main Street Line service is scheduled to be increased to a total of eight buses in January of 1990.





 $\begin{array}{c} \textbf{TABLE 6.1-13} \\ \textbf{Downtown Parking Lot Inventory}^1 \end{array}$

Lot Number	Designation	Number of Spaces	Total
1.	One Hour All Day	22 58	80
2.	All Day	20	20
3.	Two Hour All Day	12 11	23
4.	All Day	32 ¹	321
5.	All Day	39	39
6.	Two Hour	41	41
7.	Two Hour	16	16
8.	Two Hour All Day	23 31	54
9.	All Day	53	53
10.	Two Hour All Day	16 104	120
11.	All Day	91	91
12.	Two Hour All Day	71 45	116
13.	All Day	103	103
14.	All Day	61	61
15.	All Day	24	24
16.	All Day	69	69
17.	Two Hour All Day	15 45	60

¹ Expanded to 103 spaces since the Downtown parking supply was completed.

Lot Number	Survey Times	Total Spaces	Average No. Used	Average No. Vacant	Percent Occupied	
1.	11-2		73	7	91%	
	2-5	80	58	13	84%	
2.	11-2		20	0	100%	
	2-5	20	20	0	100%	
3.	11-2		20	3	87%	
	2-5	23	18	5	78%	
4.	11-2		32^{1}	1	97%	
	2-5	32	31	1	97%	
5.	11-2		38	1	97%	
	2-5	39	36	3	92%	
6.	11-2		30	11	73%	
	2-5	41	26	15	63%	
7.	11-2		8	8	50%	
	2-5	16	3	13	19%	
8.	11-2		41	13	76%	
	2-5	54	18	36	33%	
9.	11-2		51	2	96%	
	2-5	53	50	3	94%	
10.	11-2		86	34	72%	
	2-5	120	74	46	62%	
11.	11-2		57	34	63%	
	2-5	91	39	52	43%	
12.	11-2		69	47	59%	
	2-5	116	57	59	49%	
13.	11-2		62	41	60%	
	2-5	103	63	40	61%	
14.	11-2		11	50	18%	
	2-5	61	9	52	15%	
15.	11-2		6	18	25%	
	2-5	24	4	20	17%	
16.	11-2		32	37	46%	
	2-5	69	24	45	35%	
17.	11-2		40	20	67%	
	2-5	60	38	22	63%	

¹ Expanded to 103 spaces since the Downtown parking supply was completed.

With the operation of the three lines discussed above, existing transit service to the study area is quite extensive and not in need of improvement. The addition of project related bus ridership would not adversly impact existing transit routes or facilities. Although it is anticipated that the Redevelopment Project would result in added demand for transit services in the study area, the existing lines and planned intensification of the Oxnard-Ventura/Main Street Line would adequately handle this added demand.

Cumulative Analysis

Pending Project Trip Generation

The list of projects included in the cumulative analysis was developed in consultation with City staff using the City's Pending Project List, dated January, 1989. Brief project descriptions and trip generation summaries for the cumulative developments are shown in Table 6.1-15, Cumulative Project List/Trip Generation Calculations.

The trip generation data for the cumulative projects was developed using the rates contained in the City's Traffic Impact Technical Appendix as well as the rates developed for the Downtown Redevelopment land uses. A summary of these rates is contained in Appendix D. The approximate locations of the cumulative projects are shown in Figure 6.1-10.

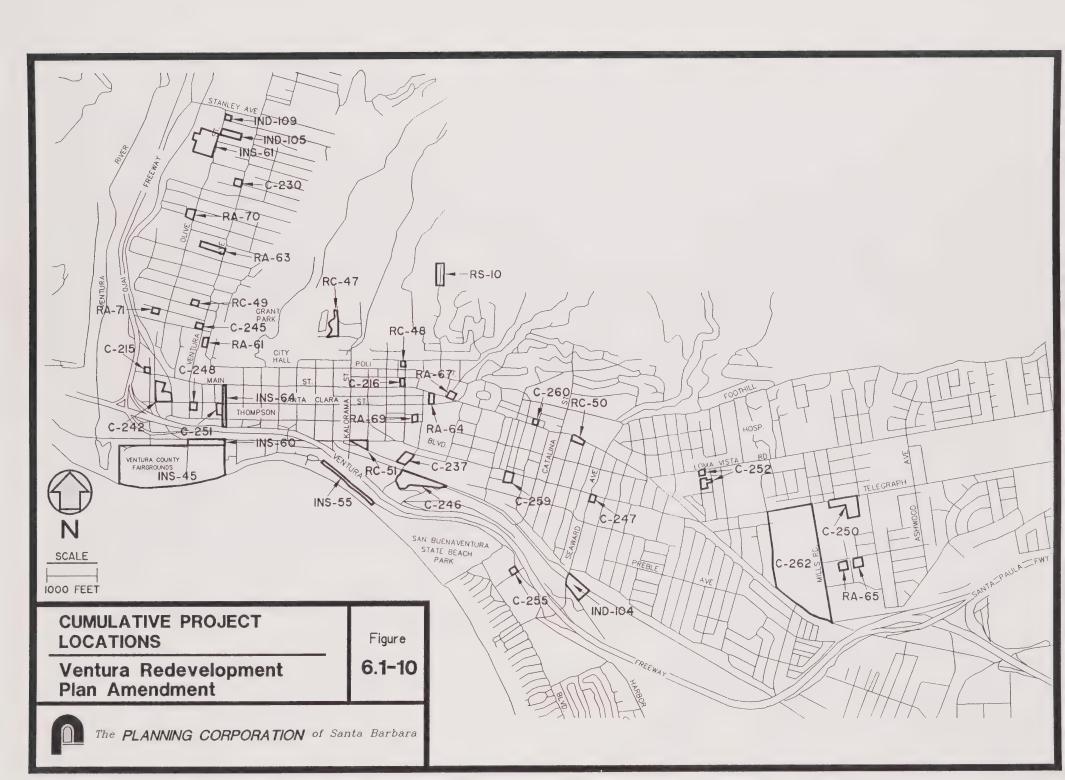
The cumulative trip generation presented in Table 6.1-15 involves some "double counting" of trips. For example, a portion of the new employees may reside in new or existing residences in the area and their commute trips would already be counted as part of the existing or proposed residential development trip generation. There may also be certain trips between commercial centers and residential developments which would be counted twice. This double counting may, however, be offset somewhat by cumulative growth which occurs outside of the study area examined in this report. For the purpose of this analysis, the impacts of the trips shown in Table 6.1-15 were analyzed without adjustment, thus presenting a "worst-case" scenario. The results displayed in Table 6.1-15 indicate that the cumulative projects would generate 6,128 daily trips, 397 A.M. peak hour trips, 467 Noon peak hour trips and 607 P.M. peak hour trips.

The average daily and peak hour volumes generated by the cumulative developments were added to theo existing-plus-Phase I and Phase II volumes according to the methodology contained in this and other traffic studies prepared for projects in the study area. The cumulative project ADT volumes are shown on Figure 6.1-11. Appendix D also contains a set of worksheets showing the cumulative intersection volumes for the AM, Noon, and PM peak hours. The following discussion reviews the impacts of the cumulative projects on the roadways and intersections in the study area.

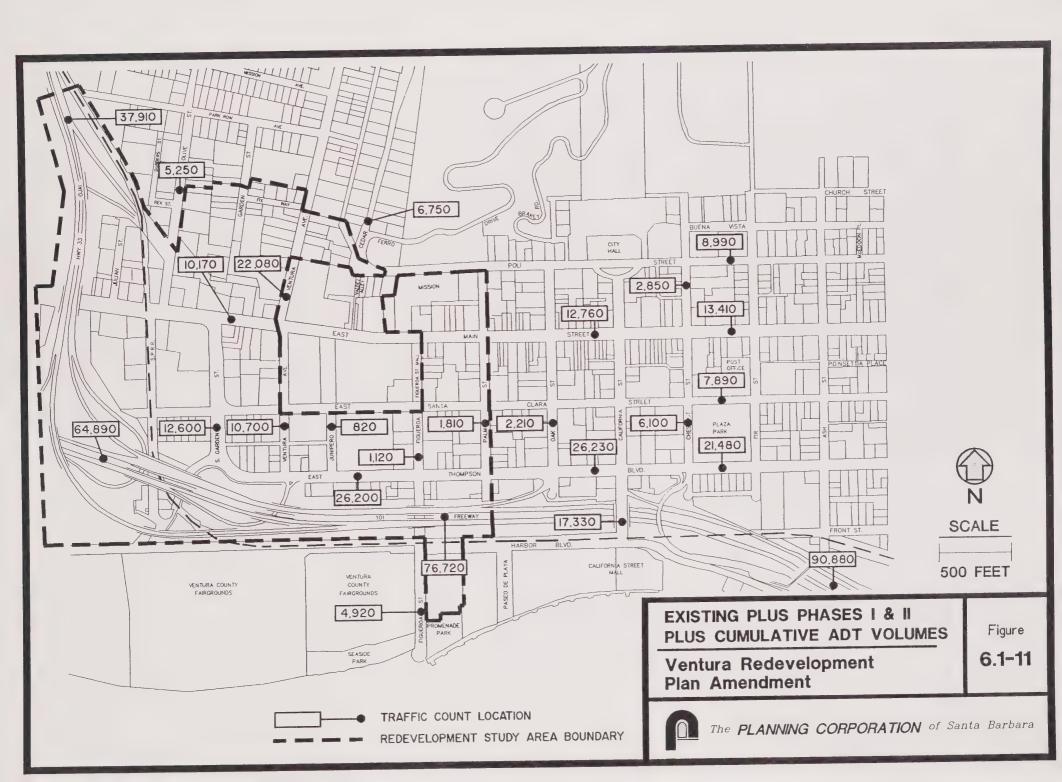
Cumulative Roadway Impacts

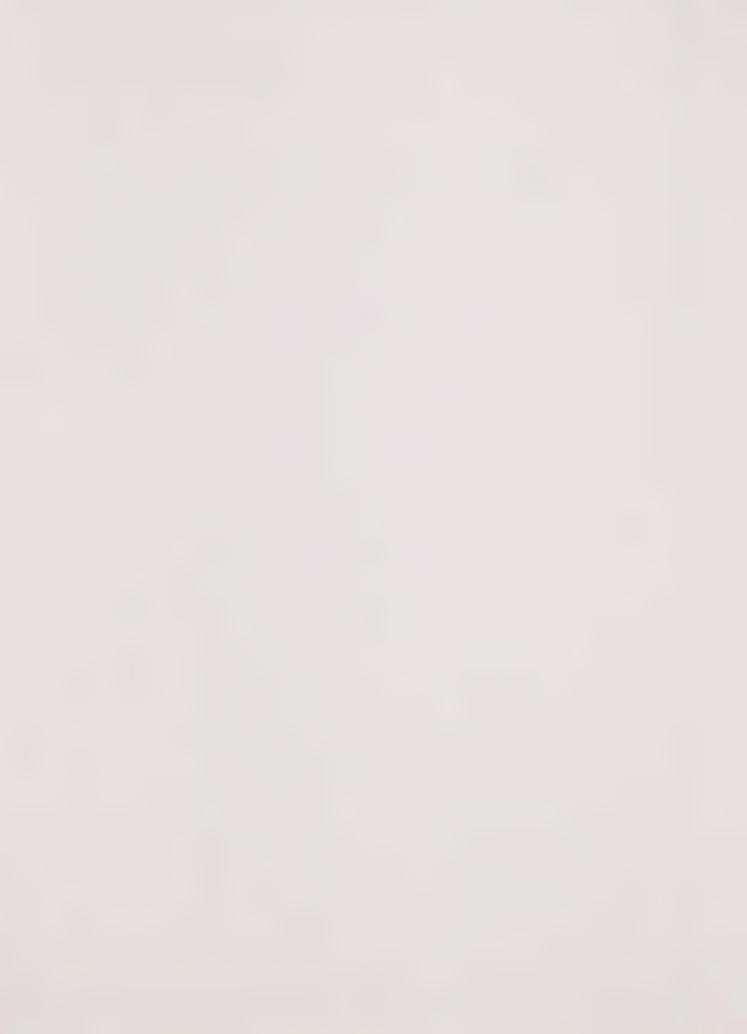
The cumulative ADT volumes are shown in Figure 6.1-11. The increases in average daily traffic volumes expected to be generated by cumulative developments would increase the volumes on Ventura Avenue north of Main Street from 19,100 ADT to 22,080 ADT which is considered an adverse but less than significant traffic impact. These volumes would be approaching the design capacity of the roadway, indicating that Ventura Avenue should be expanded from two to four lanes. The cumulative volumes forecast for U.S. Highway 101 in the eastern section of the study area suggest that the City should begin planning for the expansion of this freeway from 6 lanes to 8 lanes.











As noted above, the sections of Main Street within and adjacent to the Redevelopment study area currently experience a higher than average accident rate, based on the information contained in the City of Ventura 1988 Traffic Safety Report. The accident problem experienced on Main Street is related to vehicles entering and exiting the existing diagonal parking spaces adjacent to the roadway. Cumulative buildout of the study area would increase volumes along Main Street by approximately 27 percent, thus impacting existing accident conditions.

Cumulative Intersection Impacts

The A.M., Noon, and P.M. peak hour intersection levels of service were recalculated based on the traffic volumes generated by the cumulative projects. Table 6.1-16 illustrates the results of these calculations for the AM, Noon and PM peak periods.

The results presented above indicate that the operation of several of the study area intersections would to degrade to LOS D-F with the addition of cumulative traffic volumes, a significant impact requiring mitigation.

MITIGATION MEASURES

The traffic generated by buildout of Phase I and Phase II of the Ventura Downtown Redevelopment area would exceed City impact thresholds and result in significant traffic impacts at several intersections in the study area.

The availability of the City and the State to fund needed roadway and intersection improvement projects has diminished in recent years. The City of Ventura has therefore established a developer fee program which is to be used to fund a prioritized list of improvement projects (outlined in Appendix D). The City's Traffic Improvement Project List for 1988-1989 (Appendix D) also lists an additional set of improvement projects funded and scheduled to be constructed by the City in the near future. The improvements scheduled by the City in the study area are summarized below in Table 6.1-17, City of Ventura Improvement Project List.

TABLE 6.1-15
Cumulative Project List/Trip Generation Calculations

Project No.				ADT	Pe	ak Hour T	rips
& Location	Land Use	Siz	е	Volumes	A.M.	Noon	P.M.
Commercial Pr	rojects						
C 215	Bar Addition	1,973	S.F.	197	2	5	16
C 216	Commercial		S.F.	93	2	5	8
C 230	Commercial	4,570	S.F.	338	8	16	28
C 237	Office	9,500	S.F	238	27	29	28
C 242	Office	15,238	S.F.	381	43	47	44
C 245	Comm./Retail	8,018		593	14	28	50
C 246	Recreation	1,632	S.F.	65	3	4	6
C 247	Serv. Sta.		S.F.	0	0	0	0
C 248	Brewery	1,786	S.F.	7	1	1	1
C 251	Office	6,970	S.F.	174	20	21	20
C 252	Office	12,100	S.F.	303	34	37	35
C 255	Car Wash Add.	648	S.F.	216	12	22	10
C 259	Commercial	5,365	S.F.	397	9	18	33
C 260	Office	1,673	S.F.	42	5	5	5
C 262	Bank	4,500	S.F.	900	36	120	90
	Retail	647	S.F.	48	1	2	4
Institutional P	rojects						
Ins 45	Fairgrounds	123,000	S.F.	(a)	(a)	(a)	(a)
Ins 60	Train Sta.		S.F.	(b)	(b)	(b)	(b)
				(0)	(0)	(0)	(0)
Industrial Proj	ects						
Ind. 104	Equip. Tower	315	S.F.	0	0	0	0
Ind. 105	Ind/Storage	3,600	S.F.	11	1	1	1
Ind. 109	Industrial	4,928	S.F.	34	5	3	5
Ind. 110	Warehouse	14,500	S.F.	73	9	8	9
Residential Pr	oiects						
RS 60	Single Family	46	Units	506	35	28	51
RC 49	Condominium		Units	56	5	2	6
RC 50	Condominium	20	Units	160	14	7	17
RC 51	Condominium		Units	704	62	30	77
RA 61	Apartment	8	Units	48	4	2	5
RA 63	Apartment	16	Units	96	8	5	11
RA 64	Apartment	20	Units	120	10	6	13
RA 67	Apartment	20	Units	120	10	6	13
RA 69	Apartment	8	Units	48	4	2	5
RA 70	Apartment	20	Units	120	10	6	13
RA 71	Apartment	5	Units	40	3	1	3
Totals	•			6,128	397	467	607

a Fairgrounds would generate additional traffic only during special events.

b Trip generation for proposed train station not available at this time.

TABLE 6.1-16
Forecast Peak Hour Intersection Levels of Service With Existing Plus
Project (I, II) Plus Cumulative Developments

Intersection	Cumulative V/C ratio/Level of Service		
	A.M.	Noon	P.M.
California Street/Thompson Blvd.	0.55/A	0.67/B	0.75/C
California Street/U.S. NB Ramp(a)	NA/B-C	NA/B-C	NA/E-F
Ventura Ave./Main St.	NR	0.56/A	0.68/B
Ventura Ave./Stanley Rd.	0.68/B	NR	0.73/C
Monmouth Ave./Harbor Blvd.	0.66/B	NR	0.72/C
Seaward Ave./Thompson Blvd.	0.58/A	NR	0.76/C
Seaward Ave./Harbor Blvd.	0.85/D	NR	1.12/F
Seaward Ave./101 NB Ramps	0.64/B	NR	0.94/E
Seaward Ave./Main St.	0.52/A	NR	0.70/B
Thompson Blvd./Oak St.	NR	NA/E-F	NA/E-F
Thompson Blvd./U.S. 101 SB Ramp	NR	0.51/A	0.62/B

⁽a) Operation of this intersection is controlled by the signals at the California Street/Thompson Boulevard intersection.

NR = Analysis of these peak intersection periods not required by City staff.

NA = Intersection V/C ratio not applicable.

Bold = locations operate at LOS D or worse.

TABLE 6.1-17 City of Ventura Improvement Project List

Project Number	Project Description	Cost
Road Improve	ments Funded by Traffic Fees	
11	Harbor Blvd: 1. Widen to 4-lane major street from Sanjon to San Pedro.	\$758,000.00
16 ^a	Seaward Avenue at U.S. 101: 1. Reconstruct interchange. Widen Seaward bridge and Harbor Blvd.	\$3,380,000.00
1988-1989 Trai	ffic Improvement Projects	
NA	Seaward Ave./Harbor Blvd. 1. Double left-turn SB 2. Double left-turn EB 3. Stripe NB left-turn	N/A
NA	Main St./Seaward Ave.: 1. Left-turn lane ona ll approaches.	N/A
NA	Thompson Blvd. 1. Left-turn lane on Thompson from Fir Street to Oak Street.	NA
Future Unfunc	ded Traffic Improvement Projects	
NA	U.S. 101/Manmouth Way1. Restripe off-ramp and rephase to provide double left turn.	NA
NA	Thompson Blvd.: 1. Convert signals to semi-actuated from main to Ventura Ave.	NA

The following discussion addresses both the improvement projects listed above, as well as other projects not planned by the City, which would mitigate the impacts of Phase I and Phase II of the Downtown Redevelopment Project.

a City staff has indicated that these projects would begin by 1995, and therefore may be used as project mitigation measures.

PHASE I MITIGATION MEASURES

The consultant recommends implementation of the following mitigation measures:

Roadway Improvements

Phase I of the project would increase traffic volumes on Main Street by approximately 12 percent, thus exacerbating the existing accident problems experienced on this roadway. The City has proposed in the 1988 Traffic Safety Report that the present diagonal parking layout on Main Street be revised in order to alleviate the accidents caused by vehicles entering and exiting the diagonal spaces. The report recommends that alternative parking and roadway striping layouts be prepared for Main Street and presented to the Traffic Advisory Committee for consideration. These revised plans could include such alternatives as conversion of the diagonal parking to parallel parking, restricting parking on one side of the Main Street, or forming a one-way couplet with Main Street and Santa Clara Street and revising parking on both streets. Specific mitigation measures to be implemented in the future are still being negotiated. Redevelopment Project applicants would contribute a fair share portion of the total costs of these improvements. The specific mechanisms for collecting required fees are not known at this time.

Intersection Improvements

Based on the traffic impact analysis completed for Phase I of the Ventura Downtown Redevelopment project, significant project-specific impacts were identified at:

California Street/Thompson Blvd. (P.M.)
California Street/U.S. 101 NB Ramp (P.M.)
Seaward Ave/Harbor Blvd (P.M.)
Thompson Blvd./Oak Street (P.M. & Noon)

The following funded and unfunded mitigation measures would mitigate the project-specific impacts. The mitigated existing-plus-Phase I levels of service are illustrated in Table 6.1-18.

California Street/Thompson Boulevard

The operation of this intersection would degrade from LOS B (V/C ratio 0.62) with existing volumes to LOS B (V/C ratio 0.68) with existing-plus Phase I project volumes. Based on City impact criteria, the addition of 95 critical project trips at this location would create significant impacts by using a substantial portion of the intersections reserve capacity. The City of Ventura's 1988-1989 Traffic Improvement Project list includes a plan to provide left-turn channelization on Thompson Boulevard from Fir Street to Oak Street. This plan includes the provision of eastbound and westbound left-turn lanes at the Thompson Boulevard/California Street intersection. The installation of the left-turn lanes on Thompson Boulevard would improve the operation of the intersection by eliminating the impedance caused by vehicles turning left from the through lanes.

This improvement has been recently completed by the City as part of its capital improvement plan. The impacts of the Phase I project at this location have therefore been mitigated at this time.

California Street/U.S. Highway 101 Northbound Off-Ramp

The California Street interchange (northbound U.S. 101 off-ramp) presents a difficult engineering problem, because access to the entire downtown area from the south must be obtained via this ramp. Also, traffic leaving the downtown area proceeding north on U.S. 101 to Santa Barbara must utilize the Oak Street on-ramp or travel some distance to the west to access the Main Street northbound on-ramp.

TABLE 6.1-18
Existing and Existing-Plus-Phase I
P.M. Peak Hour Mitigated Intersection Levels of Service

	Existing	Volumes	Existing + Phase I		
Intersection	Without Mitigation	With Mitigation	Without Mitigation	With Mitigation	
Funded by City					
Seaward/Harbor (Interim) Seaward/Harbor (Long-term)	1.05/F 1.05/F	0.90/D NA/B	1.07/F 1.07/F	0.93/D NA/B	
Completed by City					
California/Thompson	0.62/B	0.61/B	0.68/B	0.67/B	
Unfunded					
California/U.S.101 NB Ramp(a) Thompson Blvd./Oak Street	NA/D-E 0.93/D	NA/C 0.40/A	NA/D-E 0.96/E	NA/C 0.45/A	

⁽a) Operation of this intersection is controlled by the signals at the California Boulevard/Thompson Boulevard intersection.

NA = Intersection V/C ratio not applicable.

The existing off-ramp is becoming increasingly inadequate to handle traffic volumes entering the downtown area due to its proximity to the Thompson/California intersection and the amount of traffic crossing the freeway on the California Street overcrossing.

Unless major construction is undertaken at this location, access to and from the northbound lanes of U.S. 101 from the downtown area will be constrained by the following:

- o The Southern Pacific Railroad underpass immediately east of the northbound off-ramp, which limits the location at which any new or revised off-ramp can begin.
- o The Chestnut Street southbound on-ramp overcrossing, also immediately east of the northbound off-ramp, limits the location at which any new or revised off-ramp can begin, (unless it is removed or revised).
- The proximity of the California Street/Thompson Blvd intersection to the freeway, which limits stacking distance between the interchange off-ramp and the intersection.

- The proximity of the Route 33 interchange with its branch connection to the north, west of the northbound U.S. 101 on-ramp from Oak Street, which at present creates a weaving movement for ramp traffic traveling towards Santa Barbara.
- o The available width of right-of-way for California Street and Thompson Boulevard, assuming that interim improvements must be made within these limits.

The principle operational problem at present is related to the northbound California Street queue at Thompson Boulevard. This queue extends in three lanes around the curve at the off-ramp intersection into California Street, thus limiting the ability of northbound California Street at Harbor traffic crossing the freeway to enter the traffic stream from the stop sign controlled approach.

City staff have indicated that the present signal timing provides for a 75 second cycle, with 50 seconds allocated for Thompson Boulevard and 25 seconds for California Street. Using the Highway Capacity Manual Software Signalized Level of Service program to calculate intersection level of service, this timing provides for Level of Service D in the morning peak hour, and Level of Service E for the evening peak hour. Traffic counts taken for this assessment indicate that the signal timing should be revised and thus, the consultant recommends the following mitigation measure to enable a more smooth traffic flow through the intersection:

(1) Signal timing for the Thompson Boulevard/California Street intersection shall be reset to provide 55 percent of the split for California Street, with 45 percent to Thompson Boulevard.

With implementation of these mitigation measures (and a 75 second cycle), the intersection would operate at LOS C during peak hours with existing and existing-plus-Phase I traffic volumes and existing lane assignments. This improvement should be undertaken immediately. The City Engineering Division is currently implementing this improvement.

As stated previously, the California Street/U.S. Highway 101 Northbound Off-Ramp intersection would operate in the LOS D-E range in the P.M. peak hour with existing-plus-Phase I volumes. It is anticipated that intersection operations would improve to LOS C under existing-plus-Phase I conditions with the implementation of the signal timing modification, thus mitigatingPhase I impacts.

Seaward Avenue/Harbor Boulevard

With the addition of Phase I volumes, this intersection would degrade from LOS F (V/C ratio 1.05) to LOS F (V/C ratio 1.07). The following City of Ventura funded traffic improvement projects can be applied as mitigation measures for this intersection:

- o Installation of dual left-turn lanes on the Seaward Avenue/Harbor Boulevard southbound and eastbound approaches at the intersection. A left-turn lane shall also be striped at the northbound approach. [Work in progress].
- o Reconstruction of the Seaward Avenue bridge and the widening of Harbor Boulevard shall be conducted as described on the City's funded traffic improvement project list. [Scheduled within five years].

Once these interim improvements are constructed, operation of the intersection would improve from LOS F (V/C ratio 1.07) to LOS E (V/C ratio 0.93) during the P.M. peak hour with existing-plus-Phase I volumes. Completion of the Seaward Avenue Interchange reconstruction project would further improve the operation of the Seaward Avenue/Harbor Boulevard to the LOS B range with existing-

plus-Phase I volumes. Because this is a funded measure, no improvement programs are required by the Redevelopment Agency.

Thompson Boulevard/Oak Street

This intersection operates poorly (LOS E) under existing P.M. peak hour conditions. The project would add 37 critical trips to this location during the P.M. peak hour, most of which would be on the Thompson Boulevard approaches. The addition of Phase I trips would exceed the City's traffic impact threshold at this location. The existing vehicle delays and accidents experienced at the side street approaches would increase as the main-line volumes continue to grow. The existing-plus-Phase I volumes at the intersection indicate that traffic signals should be installed at this location as buildout occurs in the downtown area. The intersection operation would improve to LOS A (V/C ratio 0.45) with existing-plus-Phase I volumes assuming a three-phase signal and the existing lane geometrics. The exact timing of the signal intallations should be predicated on eight-hour traffic signal warrant studies conducted periodically at the intersection as buildout occurs. The Redevelopment Agency should, however, bond for the signal so that funds are available for the signal when it becomes warranted.

PHASE II MITIGATION MEASURES

Roadway Improvements

Phase II of the project would increase traffic volumes on Main Street by approximately 17 percent, thus exacerbating the existing accident problems experienced on this roadway. The City has proposed in the 1988 Traffic Safety Report that the present diagonal parking layout on Main Street be revised in order to alleviate the accidents caused by vehicles entering and exiting the diagonal spaces. The report recommends that alternative parking and roadway striping layouts be prepared for Main Street and presented to the Traffic Advisory Committee for consideration. These plans could include such alternatives as conversion of the diagonal parking to parallel parking, restricting parking on one side of Main Street, or forming a one-way couplet with Main Street and Santa Clara Street.

Intersection Improvements

Based on the traffic impact analysis completed for Phase II of the Ventura Downtown Redevelopment project, significant project-specific impacts were identified at the following locations:

California Street/Thompson Blvd. (P.M.)
California Street/U.S. 101 NB Ramp (P.M.)
Seaward Ave/Harbor Blvd (P.M.)
Seaward Ave/Thompson Blvd (P.M.)
Thompson Blvd/U.S. 101 SB Ramp (P.M.)
Thompson Blvd./Oak Street (P.M. & Noon)

The following discussion reviews a series of funded and unfunded mitigation measures which, when implemented, would mitigate the Phase II project-specific impacts noted above. The mitigated existing-plus-Phase I and Phase II levels of service are illustrated in Table 6.1-20.

California Street/Thompson Boulevard

The operation of this intersection would degrade from LOS B (V/C ratio 0.62) with existing volumes to LOS C (V/C ratio 0.71) with existing-plus-Phase I and Phase II volumes. Based on City impact criteria, the addition of 133 critical project trips at this location would create significant impacts by using a substantial portion of the intersections reserve capacity. The Phase I mitigation improvements discussed in the prior section would mitigate impacts to this intersection and therefore no additional Phase II improvements are required.

California Street/U.S. Highway 101 Northbound Off-Ramp

The California Street/U.S. Highway 101 Northbound Off-Ramp intersection would operate in the LOS D-E range in the P.M. peak hour with existing-plus-Phase I and Phase II volumes. It is anticipated that the operation of this intersection would improve to the LOS D range with existing-plus-Phase I and Phase II volumes if the signal timing modifications discussed previously for Phase I mitigations are implemented. The consultant recommends the following mitigation in order to monitor conditions at the intersections:

(2) The City should continue to monitor the performance of the northbound California Street approach to determine if additional improvements are necessary in order to maintain acceptable levels of service.

If the vehicle delays experienced at the stop-sign controlled northbound California Street approach increase to unacceptable levels of service, then traffic signals or other appropriate improvements would be warranted. If traffic signals are installed to improve the operation of this intersection, then these signals should be interconnected with the signals at the California Street/Thompson Boulevard intersection and the two intersections should operate as a single unit. The installation of signals at the Northbound Off-Ramp intersection would allow northbound California Street traffic to flow with a protected signalized phase. The intersections would jointly operate at LOS D (V/C ratio 0.84) with installation the interconnected signal system and existing-plus-Phase I and Phase II volumes.

A second improvement option which could be implemented at the joint California Street/Thompson Boulevard-U.S. Highway 101 Northbound Off-Ramp intersection would entail restriping the northbound California Street appraoch to provide a left-turn lane, a through-plus-left-turn lane, a through lane, and a right-turn lane. This would require elimination of one of the southbound through lanes on the overcrossing structure. The southwest curb return would also require recontruction, and the southbound approach would be restriped to provide a left-turn lane and a through-plus-right-turn lane. When this improvement is installed in conjunction with the signals at the Northbound Off-Ramp, the joint intersection performance would improve to LOS D (V/C ratio 0.85). The prior option is preferred by the consultant.

Seaward Avenue/Harbor Boulevard

With the addition of Phase I and Phase II volumes, this intersection would degrade from LOS F (V/C ratio 1.05) to LOS F (V/C ratio 1.09). Mitigation of this impact would be completed by construction of City funded improvements. No additional actions are required by the Redevelopment Agency.

Once these improvement projects are constructed, operation of the intersection would improve from LOS F (V/C ratio 1.07) to LOS E (V/C ratio 0.95) during the P.M. peak hour. It is anticipated that completion of the Seaward Avenue interchange reconstruction project would further improve the operation of the Seaward Avenue/Harbor Boulevard intersection to the LOS B range with existing-plus-Phase I and Phase II volumes.

Seaward Avenue/Thompson Boulevard

The operation of this intersection would degrade from LOS B (V/C ratio 0.68) with existing volumes to LOS C (V/C ratio 0.73) with existing-plus-Phase I and Phase II volumes. Based on City impact criteria, the addition of 77 critical project trips at this location would create significant impacts by using a substantial portion of the intersections reserve capacity.

No improvements are currently scheduled by the City at this intersection. There are, however, several lane addition alternatives which could be implemented to improve the operation of the intersection. Two alternative mitigation measures are recommended by the consultant for this intersection. Table 6.1-19, Existing and Existing-Plus-Phase I and II PM Peak Hour Mitigated Intersection Levels of Service, displays the improved LOS with each alternative:

(3) Install dual westbound left turn lanes on Thompson Boulevard at the Seaward Avenue intersection or,

Install an eastbound right turn lane on Thompson Boulevard at the Seaward Avenue intersection.

The following LOS improvements to the Seaward Avenue/Thompson Boulevard intersection would result under the implementation of each alternative.

Alternative 1: Addition of dual westbound left-turn lanes would improve the operation to LOS A (V/C ratio 0.59) with Phase I and Phase II volumes during the P.M. peak hour. The 375 peak hour left-turns forecast for this approach would warrant this improvement.

Alternative 2: Installation of an eastbound right-turn lane would improve the operation of the intersection to LOS B (V/C ratio of 0.69) with Phase I and Phase II volumes during the P.M. peak hour.

The developer of a project in the Redevelopment area would need to fund one of the above two improvements coincident with development of Phase II construction unless other developers fund either of these improvements within five years.

Thompson Boulevard/U.S. Highway 101 Southbound Ramp

The operation of this intersection would degrade from LOS A (V/C ratio 0.45) with existing volumes to LOS A (V/C ratio 0.56) with existing-plus-Phase I and Phase II volumes. Based on City impact criteria, the addition of 167 critical project trips at this location (coincident with Phase II buildout) would create significant impacts by using a substantial portion of the intersections reserve capacity. However, even with the addition of project traffic for Phases I and II, as improvements are warranted. Because the intersection operation would remain at LOS A with existing-plus-Phase I and Phase II volumes, no mitigations are proposed for this location.

Thompson Boulevard/Oak Street

This intersection operates poorly (LOS E) under existing P.M. peak hour conditions. Phase II of the project would add 46 critical trips to this location during the P.M. peak hour, most of which would be on the Thompson Boulevard approaches. The addition of Phase II trips would exceed the City's traffic impact threshold at this location. The existing vehicle delays and accidents experienced at the side street approaches would increase as the main-line volumes continue to grow. The existing-plus-Phase II volumes at the intersection indicate that traffic signals should be installed at this location as buildout occurs in the downtown area. The intersection operation would improve to LOS A (V/C ratio 0.47) with existing-plus-Phase II volumes assuming a three-phase signal and the existing lane geometrics. The exact timing of the signal installations should be predicated on eight-hour traffic signal warrant studies conducted periodically at the intersection as buildout occurs. The Redevelopment Agency should, however, bond for the signal so that funds are available for the signal when it becomes warranted.

TABLE 6.1-19
Existing and Existing-Plus-Phase I & II
P.M. Peak Hour Mitigated Intersection Levels of Service

	Existing	Volumes	Existing + P	hase I & II
Intersection	Without Mitigation	With Mitigation	Without Mitigation	With Mitigation
Funded by City				
Seaward/Harbor (Interim)	1.05/F	0.90/D	1.09/F	0.95/E
Seaward/Harbor (Long-term)	1.05/F	NA/B	1.09/F	NA/B
Planned by City				
California/Thompson	0.62/B	0.61/B	0.71/C	0.70/B
Unfunded				
California/U.S.101 NB Ramp(a)	NA/D-E	NA/B-C	NA/D-E	NA/C-D
California/U.S.101 NB Ramp(b)	NA/D-E	0.70/B	NA/D-E	0.84/D
Seaward/Thompson Alt. 1	0.68/B	0.57/A	0.73/C	0.59/A
Seaward/Thompson Alt. 2	0.68/B	0.64/B	0.73/C0.69/B	,
Thompson Blvd./Oak Street	0.93/D	0.40/A	0.96/E0.47/A	

⁽a) Mitigation includes signal timing adjustments at the adjacent Thompson Blvd./California St. intersection.

To mitigate effects at this location:

(4) The Redevelopment Agency should bond for the installation of a traffic signal at the Thompson Boulevard/Oak Street intersection. This improvement shall be installed when warranted (based on Caltrans warrant analysis and/or as recommended by the City Engineer).

CUMULATIVE MITIGATION MEASURES

Discussion of Intersection Improvements

The data presented in the cumulative impact assessment indicates that several intersections in the study area will operate poorly (LOS D-F) under cumulative conditions including:

California Street/U.S. 101 Northbound Off-Ramp Seaward Avenue/Harbor Boulevard Seaward Avenue/U.S. 101 Northbound Ramps Thompson Boulevard/Oak Street

⁽b) Mitigation includes interconnected signalization of the intersection.

NA = Intersection V/C ratio not applicable.

The following section will discuss various mitigation measures that would improve levels of service at the above locations. Table 6.1-20 summarizes the cumulative levels of service with and without the described cumulative mitigations for the P.M. peak hour.

Because the City does not have any impact thresholds dealing specifically with project impacts related to cumulative levels of service, the significance of the Downtown Redevelopment Project's contribution to cumulative volumes at each of the intersections listed above will be judged by analyzing the amount of traffic contributed by the project at each location. In each of the mitigation discussions presented below, the project's contribution to cumulative traffic volumes at an intersection is listed as both total trips and as a percentage of the total entering volumes.

California Street/U.S. 101 Northbound Off-Ramp

The operation of this intersection would degrade to LOS E-F with cumulative traffic volumes. Phase I and Phase II of the project would add 252 total trips to this intersection during the P.M. peak hour, thus representing 16% of the total entering cumulative volumes. This would constitute a significant portion of the intersection's capacity.

As stated previously in the Phase I and Phase II Mitigation section, modification of the existing signal timing at the California Street/Thompson Boulevard intersection would improve operating conditions at this location. With cumulative volumes this intersection is expected to operate at LOS D-E during the P.M. peak hour with the implementation of the new signal timing.

Installation of interconnected traffic signals at the Northbound Off-Ramp intersection linking it to the adjacent California Street/Thompson Boulevard intersection would improve the cumulative operation of the intersection to LOS D (V/C ratio 0.88).

A second improvement option which could be implemented at the joint California Street/Thompson Boulevard-U.S. Highway 101 Northbound Off-Ramp intersection would entail restriping the northbound California Street approach to provide a left-turn lane, a through-plus-left-turn lane, a through lane, and a right-turn lane. This would require elimination of one of the southbound through lanes on the overcrossing structure. The southwest curb return would also require reconstruction, and the southbound approach would be restriped to provide a left-turn lane and a through-plus-right-turn lane. When this improvement is installed in conjunction with the signals at the Northbound Off-Ramp, the joint intersection performance would improve to LOS D (V/C ratio 0.89) with cumulative volumes.

Seaward Avenue/Harbor Boulevard

This intersection would operate at LOS F (V/C ratio 1.12) with cumulative volumes. Phase I and Phase II of the project would add a total of 120 trips this location during the P.M. peak hour. This additional traffic would represent 3% of the total entering volumes under cumulative conditions, which would not constitute a significant portion of the intersection's capacity.

As stated previously, the City has a planned interim improvements for this location which include the provision of dual left-turn lanes on the southbound and eastbound Seaward Avenue approaches, and the implementation of a northbound left-turn lane. Once these interim improvements are constructed, this intersection would operate at LOS E (V/C ratio 0.97) during the P.M. peak hour with cumulative volumes.

The City has also funded a long term plan to reconstruct the Seaward Avenue interchange, which would include reconstruction of the Seaward Avenue/Harbor Boulevard intersection. Although detailed design information is not available at this time, is anticipated that with the completion of the reconstruction project, the Seaward Avenue/Harbor Boulevard intersection would operate in the LOS B-C range with cumulative volumes.

TABLE 6.1-20 Cumulative P.M. Peak Hour Mitigated Intersection Levels of Service

Intersection	Cumulative V/C r Without Mitigations	atio/Level of Service With Mitigations
Funded by City		
Seaward Ave./Harbor Blvd. (Interim) Seaward Ave./Harbor Blvd. (Long-term)	1.12/F 1.12/F	0.97/D NA/B-C
Seaward Ave./101 NB Ramps	0.94/E	NA/B-C
Unfunded		
California Street/U.S. 101 NB Ramp (a) California Street/U.S. 101 NB Ramp (b)	NA/E NA/E	NA/D-E 0.88/D
Thompson Blvd./Oak St.	NA/E-F	0.50/A

- (a) Mitigation includes signal timing adjustments at the adjacent Thompson Blvd./California St. intersection.
- (b) Mitigation includes interconnected signalization of the intersection.
- NA = Intersection V/C ratio not applicable.

Seaward Avenue/U.S. 101 Northbound Ramps

Phase I and Phase II of the project are not expected to add any peak hour traffic to this location, so no cumulative impacts would be generated by the project. Nonetheless, the City is planning the reconstruction of the interchange scheduled for construction during 1990. This project involves the widening of the Seaward Avenue bridge, and the reconstruction of the on/off ramps. Although detailed design information is not available at this time, it is anticipated that, with the completion of the reconstruction project, the Seaward Avenue/U.S. 101 Northbound Ramps intersection will operate in the LOS B-C range under cumulative conditions.

Thompson Boulevard/Oak Street

This intersection would continue to operate poorly under cumulative conditions. The project would add 408 total trips to this location during the P.M. peak hour, most of which would be on the Thompson Boulevard approaches. This additional traffic would represent 18% of the total entering volumes under cumulative conditions, which would constitute a significant portion of the intersection's capacity. The existing-plus-Phase II volumes at the intersection indicate that traffic signals should be installed at this location as buildout occurs in the downtown area. The intersection operation would improve to LOS A (V/C ratio 0.50) with cumulative volumes assuming a three-phase signal and the existing lane geometrics. The exact timing of the signal installations should be predicated on eighthour traffic signal warrant studies conducted periodically at the intersection as buildout occurs. The

Redevelopment Agency should bond for the signal so that funds would be available for the signal when it became warranted.

Discussion of Roadway Improvements

The cumulative impact discussion suggests that several roadway segments in the study area would operate poorly (LOS D-F) under cumulative conditions. The following discussion outlines suggested mitigation measures that would improve the operation of these roadways.

Ventura Avenue

The cumulative volumes on Ventura Avenue north of Main Street would increase to 22,080 ADT with the addition of cumulative traffic. These volumes would require expansion of the roadway from two lanes to four lanes. The City's Circulation Element has also identified the need for this widening project.

U.S. Highway 101

The cumulative volumes forecast for U.S. Highway 101 indicate that the facility will require expansion to 8 lanes as development continues to occur in the City. The cumulative volumes east of the study area are beginning to reach the capacity of a six-lane freeway.

Main Street

Cumulative buildout of the study area would increase the volumes on Main Street by approximately 27 percent, thus exacerbating the existing accident problems experienced on this roadway. The City has proposed in the 1988 Traffic Safety Report that the present diagonal parking layout on Main Street be revised in order to alleviate the accidents caused by vehicles entering and exiting the diagonal spaces. The report recommends that alternative parking and roadway striping layouts be prepared for Main Street and presented to the Traffic Advisory Committee for consideration. These revised plans could include such alternatives as conversion of the diagonal parking to parallel parking, restricting parking on one side of the Main Street, or forming a one-way couplet with Main Street and Santa Clara Street and revising parking on both streets.

Recommended Modifications to the Redevelopment Plan Text to Implement Identified Mitigation Measures

"Section 601 - Phasing

The Redevelopment Plan shall include a provision which allows development to proceed when identified capital improvements are funded and scheduled for completion. Prior to issuance of a Planned Development Permit for proposed projects the Planning Commission shall make a finding that the following traffic improvements are funded and scheduled for construction.

- o Signal timing for Thompson Boulevard at California Street.
- O Dual southbound and eastbound left turn lanes on Seaward Avenue/Harbor Boulevard.
- o Reconstruction of the Seaward Avenue bridge and widening of Harbor Boulevard.

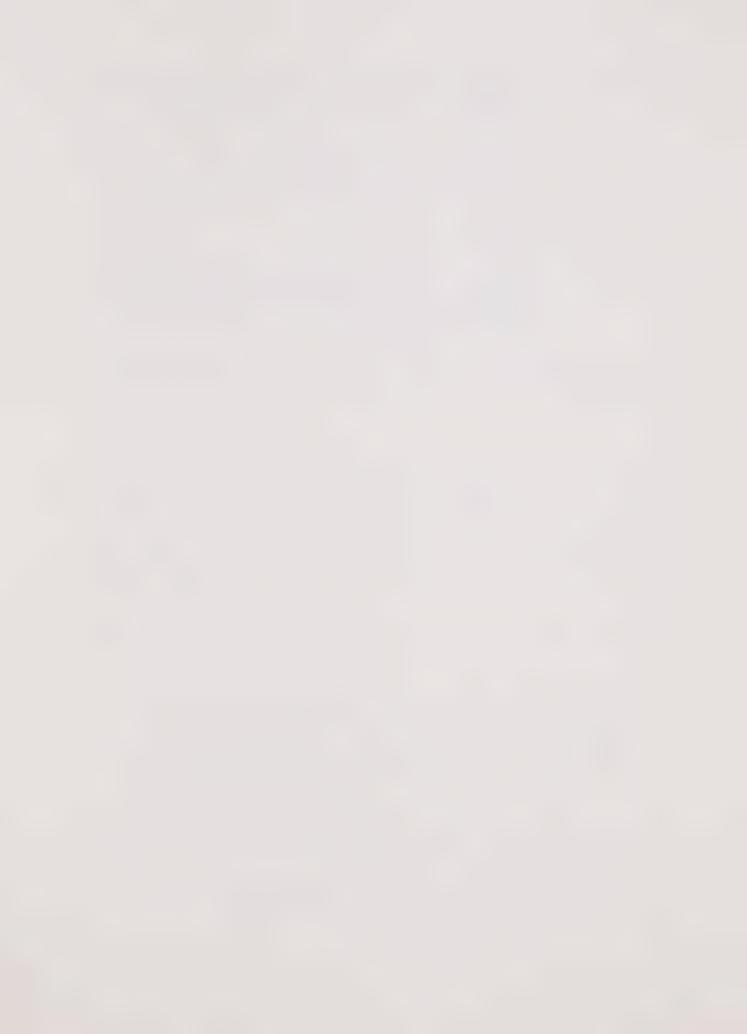
- o Installation of traffic signals at the northbound U.S. 101 off-ramp intersection if unacceptable vehicle delays (at the discretion of the City Engineer) are determined to exist on northbound California Street."
- <u>o</u> Bond for and eventually install a traffic signal (when required) at the Thompson Blvd./Oak Street intersection.

The following change shall be made on page 19:

"Section 605 - Mixed use Commercial/Residential E.1

1. Intent - It is the intent of this section to allow redevelopment of the Downtown Area for mixed commercial/residential uses, if integrated in a unified development and phased coincidently with identified traffic improvements (Section 601) and provision of adequate water supplies."

Residual Effects: Not significant if the Redevelopment Agency implements a long term cumulative impact traffic plan.



6.2 PUBLIC SERVICES

This section of the EIR examines those public services which could potentially be impacted as a result of increased land use and population densities created by the Downtown Redevelopment project. The public services examined in this section include water supply, sewage treatment, drainage, parks/recreation, and schools.

The method used to assess project impacts to public services involved utilization of population based demand factors for the residential and commercial land uses proposed by the amendment and by applying these factors to that increment of density anticipated beyond existing conditions. Consultations were made with the service districts in the project area to aid in assessing the impact of increased population during the course of forecasted plan buildout. Plans to expand services by individual service districts were taken into account in the analysis.

The maximum residential density permitted under the revised plan would be 1000 dwelling units, a net increase of 736 housing units over existing conditions. Under a probable density increase based on traffic and other environmental constraints, proposed net new residential construction within the Amendment Boundary would result in the addition of 416 new residential units. The consultant's analysis in this section includes estimating impacts under the Plan language and the specific, detailed Project Description language. These two scenarios are identified as Plan Language and Probable Case in the text of this section.

EXISTING CONDITIONS

Water Supply

Because water supplies are constantly being used and replenished, water sources are defined in terms of their "safe yield." In reference to water from groundwater storage, the term safe yield refers to the maximum rate of net extraction from the groundwater basin which, if continued over an indefinitely long period of years, results in the maintenance of certain desirable fixed conditions of reliable supply. Groundwater safe yield is determined by a variety of means. One or more of the following criteria are usually employed:

- o Mean seasonal extraction of water from groundwater basin does not exceed mean seasonal replenishment.
- o Water levels are not so lowered as to cause harmful impairment of the quality of the groundwater by intrusion of other water of undesirable quality or by accumulation of mineral degradients or pollutants.
- o Water levels are not lowered to such a degree as to cause excessive costs of pumping from the basin or to exclude the user from the supply by virtue of inadequate depth of pumping facilities.

Safe yield is also affected by pumping patterns, the magnitude of groundwater basin utilization and other factors. It is possible to withdraw more water from a basin in excess of the safe yield; this is called overdrafting. Continued overdrafting results in lowered water levels, degradation of water quality due to concentration of minerals and salts in a reduced volume of water, and by intrusion of lesser quality waters (such as in the case of salt water intrusion) (Master EIR, City of Ventura Comprehensive Plan, 1988).

Sources of City Water Supply

There are three sources for water presently used by the City: these sources include groundwater, Ventura River water, and water supplied by the Casitas Municipal Water District from Lake Casitas. In addition, reclaimed water is used for some landscape irrigation applications. City water supplies come from water sources within the two major hydrologic units located in the Ventura area, the Ventura River Unit and the Santa Clara River Unit.

Current Supply and Demand

The City water production records document an average demand over the last ten years of approximately 21,674 AFY, ranging from a low of 18,267 AFY in 1978 to a high of 24,472 AFY in 1984. The average water use in oil recovery over the last 5 years was 3,507 AFY; 3,378 AFY was used in 1988. Per capita average water use for the years 1982 to 1988 was 0.22 acre-feet (not including water used for oil recovery). This is an average water demand for all municipal, commercial, institutional, and industrial uses divided by population. For planning purposes, the City Public Works Department uses 0.22 acre-feet of water per capita per year (equivalent to 196 gallons/person/day). Table 6.2-1, Total Water Usage, shows a city-wide water usage segregated by district of 22,493 AF for 1987. Table 6.2-2, Current Water Supply (1988), shows the current available water supply. The supply from Lake Casitas is limited to demands from that portion of the City within the Casitas Water District. The Redevelopment project area lies entirely within the Casitas Water District.

For planning studies on a project-by-project basis, water usage has been estimated at 122 gallons/person/day for residential use and 2,500 gallons/acre/day for commercial, institutional, and industrial uses (Ventura Master EIR, 1989). The first factor compares well with current residential water usage figures. Water usage for the reporting year 1986-87 was 123 gallons/person/day. Commercial demand varies widely depending on the land use. Industrial and institutional applications can vary even more widely than commercial demands. The average figure of 2,500 gallons/acre/day is still considered reasonable for project by project planning purposes. The factor of 0.22 AFY/person (which includes commercial, institutional and industrial demands) is used in this analysis because it has been found to be fairly consistent over the last 5-year period (which has included dry years), and because it assumes a continuing mix of uses and demands from new development similar to existing conditions.

It is difficult to estimate the City's safe water supply accurately because of uncertainties in the calculation of safe yield from the pertinent groundwater basins, and because of lack of clarity about water rights associated with these basins. Table 6.2-2 describes an assumed safe supply based on current approximate usages, and/or agreed upon supply commitments. This table implies that there is a current excess water supply for the City of only 7 AFY (Ventura Master EIR, 1989). This predicted excess is only an average approximation and during a single specific year, a supply shortfall could exist or a slight increase in supplies could occur.

TABLE 6.2-1 Total Water Usage In 1987

	Population ¹	<u>w</u> м & I ²	oter Demand by Use Oil Company Demand ³	e (Acre-Feet/Y	ear) Total	
Casitas	26,530	5,176	3,166	536	8,878	
United	63,174	12,325	0	1,290	13,615	
TOTAL	89,704	17,501	3,166	1,826	22,493	

- Total planning area population estimates (1986) are from City of Ventura Community Development Department. Division of population between districts is approximated from City Planning data and from Montgomery report on Feasibility of Importing State Project Water into Ventura County, 1987.
- 2 M & I is municipal and industrial/commercial uses.
- Oil company demand has been decreasing annually from 3,480 AF in 1985 to the current level. Because demand could again increase, supply requirements are anticipated to increase to 4,500 AFY (historical maximum demand).
- 4 "Other" includes fire flow, system losses, and irrigation. Reclaimed water is not shown.

TABLE 6.2-2 Current Water Supply (1989) (In Acre-Feet Per Year)

	Source	Approximate Current Supplies (AF/Y)
1.	Foster Park	6,000 ²
2.	Lake Casitas	9,000 ³
3.	Golf Course Wells	5,000
4.	Victoria Well	3,500
5.	Saticoy Well	0
	Total Current Supply	23,500

- 1 Current supply represents current approximate usages of each source. This does not represent actual usages for the period, or maximum available supply from the source.
- 2 6000 AFY is an average long term availability factor; during drought conditions, this source could decrease by as much as 2000 AFY (based on historic records).
- 3 Supplies from Lake Casitas could be increased up to safe yield if sufficient supplies are available.

At this time, according to the Casitas District, current demands will meet or exceed safeyield for the 1990-91 delivery period. The District is presently developing a program to equitably distribute existing supplies among all users.

Sewage Treatment Systems

Sanitary sewer systems are designed to accommodate the maximum disposed flow over some design time period, usually the peak daily flow. This peak can be computed by establishing a ratio of average daily flow (the average day over a 1 year period) to a peak daily flow. This ratio is derived from reliable engineering data and from the existing sewer system wherever possible. The capacity of the sewer system is also controlled by the capacity of the treatment plants which process the sewage for ultimate disposal. The City of Ventura sanitary sewer system is primarily a gravity system with limited use of force mains and lift stations. The system is totally separated from the storm drainage system.

The City's Wastewater Reclamation (treatment) Plant serves almost the entire City with a tributary area of over 10,000 acres. The facility is located in the western portion of the City approximately one-third mile northeast of the mouth of the Santa Clara River and adjacent to the Ventura Marina and Olivas Park Golf Course. The plant provides tertiary treatment and has an existing design capacity of 14.0 MGD (million gallons per day of average daily flow). Average daily flows occurring in the first half of 1988 were 10.5 MGD (74.8 percent of capacity). Peak flows are approximately 16 to 17 MGD. Of the total, approximately 3.4 percent of the daily flow is from industrial users (Environmental Protection Agency dischargers). Major industries discharging to the City's system include four plating businesses, two citrus packing houses, an industrial laundry and a food processing plant. Commercial and other industrial users contribute to 28 percent of the total flow. Additionally, the City's treatment plant provides sewer service to the Ventura County Service Area No. 29 (which serves the residential areas along the coast, north of Ventura) and McGrath State Park, which together provide an average daily flow of less than 0.1 MGD.

As of 1987, 34,353 single family dwelling units were serviced by the treatment plant. This represents an equivalent population of approximately 85,880 (the City's sewer system does not serve the entire City planning area; therefore an exact service population is unavailable). According to the City's Master EIR, an unused treatment plant capacity of approximately 3.5 MGD exists.

Major Collection System Components

The City's collection system consists of nearly 60 miles of main collector system lines with about 400 miles of total pipe throughout the system, 3 miles of force mains, and 14 lift stations. Sewer system lines range in diameter from 6 to 42 inches.

There are seven major collector system tributary drainage areas in the City's sanitary sewer system. The Downtown Redevelopment project area is located within the Ventura Avenue area and Vista Del Mar systems. The Ventura Avenue area system covers the area from approximately Gosnell Bend near Kakota Avenue southerly to the sea. A large portion of the Avenue collection system was constructed between 1978 and 1981 and is relatively new.

The system was designed generally in conformance to the "Ventura Avenue Area Sewage Study" completed in 1977, which assumed "full development" of the drainage area. The system was not sized to accommodate sewer flow from the North Avenue area, which is within the Ojai Sanitary District service area. The Ventura Avenue drainage area, plus other general downtown areas, enter the Seaside Transfer Pumping Station near the Ventura County Fairgrounds which transmits sewage to the Ventura Wastewater Reclamation Plant. The Seaside Transfer Pumping station currently pumps approximately 2.5 MGD peak flow. The pump station has a capacity of 6.0 MGD (one pump running). The Seaside Transfer Station currently meets peak flow demands and operates in a well maintained condition. However, the Seaside

Transfer Station is listed as one of three lift stations within the City which will be impacted by growth within their service areas. None of the gravity sewer collector system lines in this drainage are experiencing capacity problems (City of Ventura Comprehensive Plan Update EIR).

The Vista Del Mar collection system includes the downtown area; the hills to the north are served by the Vista Del Mar trunk line which runs westerly along the Southern Pacific Railroad right-of-way and Front Street. The Vista Del Mar drainage area also utilizes the Seaside Transfer Station. Some of the lines of the downtown area are experiencing flows over design capacity. These excess flow above capacity segments are typically 6 inch lines which were constructed as part of the original downtown sewage collection system.

Drainage

Urban Runoff

Storm drainage accommodation through the implementation of a storm drain system represents replacement of a natural drainage system necessitated by urban development. Before development occurs and in a natural state, light rainfall can be absorbed into the landscape and heavier rainfall which is not absorbed is carried along the surface of the ground (called surface runoff) into open channels such as creeks, rivers or barrancas. Urbanization tends to "waterproof" the land with roofs, streets, sidewalks and parking lots. Because water cannot be absorbed, it runs off more rapidly and in increasingly heavier concentrations. Curbs and gutters, storm drains, drainage channels, retention basins and similar facilities are needed to guide the runoff into receiving channels.

Storm water drainage in urban areas is best handled by a combination of natural watercourses and underground pipe or open concrete channel systems. Watercourses in the City of Ventura are primarily comprised of barrancas which remain "natural", or have been partially or fully improved (paved, channelized, or placed in underground culverts).

Storm water runoff must be controlled to prevent flooding, erosion, and siltation. While the immediate dangers, damage, and inconvenience to life and property from flooding are apparent, the persistent damage to the environment by erosion and siltation is more subtle.

The identification of contributory drainage areas and the determination of the method of concentrating or collecting runoff generated is necessary to determine the magnitude of the runoff. By comparison to the capacity of the water course which will convey this runoff, it is possible to make a judgement as to expected inconveniences, hazards and dangers to an affected population due to flooding. In this way, it is possible to identify areas where an occasional problem may not be critical and areas where infrequent problems may be serious.

Service Areas

The Downtown Redevelopment Project area is served by two major drainage areas, the Ventura River Drainage Area and the Downtown Drainage Area. Discharge from these two drainage areas enters the Ventura River Basin and the Pacific Ocean respectively. These major drainage areas are further divided into drainage subareas. The subarea drains which would serve the Downtown Redevelopment Project include; the Center Street Drain, Figueroa Street Drain, the Freeway Drain, and to a lesser extent the Kalorama Canyon Drain.

The Ventura Avenue Drainage System, which serves the northwest section of the Redevelopment project area, is a series of drains which discharge to the Ventura River. With one exception, these facilities are intended to provide capacity for a 10 year storm. They consist of (from north to south) Stanley Avenue Drain, Vince Street Drain, and within the Redevelopment area, the Ramona Street Drain and Center Street Drain. When drainage capacity is exceeded in the northernmost facilities, overland street flow proceeds southerly to the next available system, finally reaching Highway 101 where the Freeway Drain, which lies within the Redevelopment project area, provides 100 year flood protection, discharging to the Ventura River. The Ramona and Center Street drains systems have recently been extended and are now fully functional.

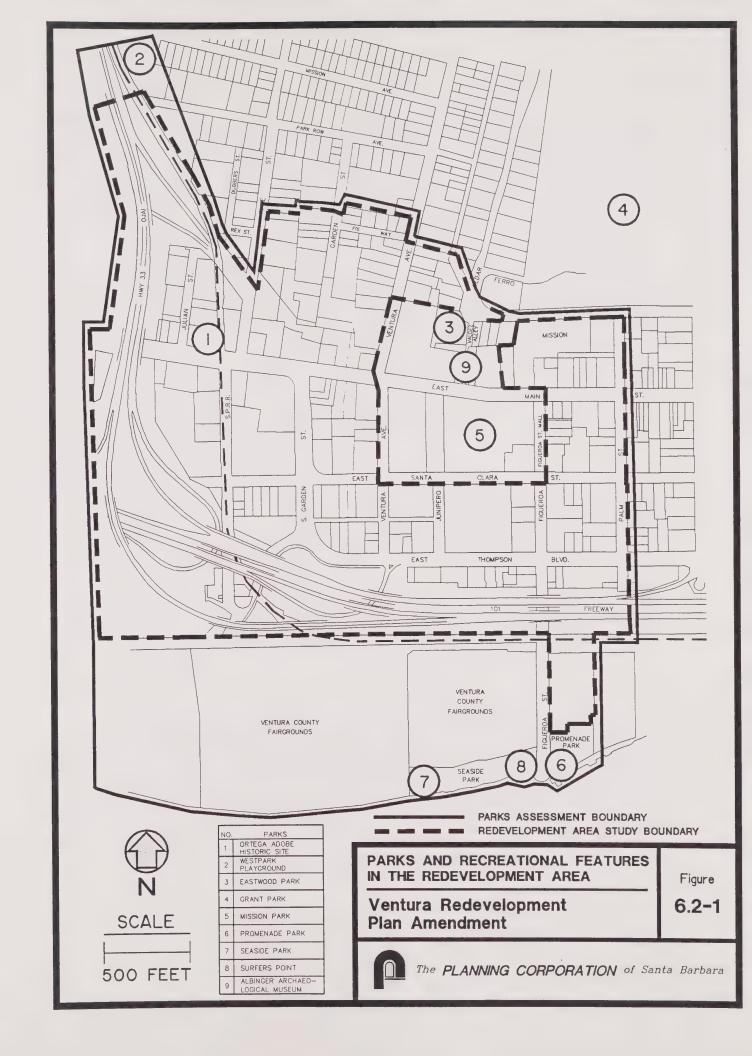
The Kalorama Canyon and Figueroa Street Drains serve the downtown drainage area which includes the southeast portion of the Redevelopment project area. The Kalorama Canyon Drain terminates at a large retention dam north of Poli Street which acts to control discharges from the hillside area into Kalorama Drain at levels which can be accommodated by the culvert system. These systems are intended to provide 10-year storm capacity with 100-year capacity either retained (Kalorama) or else provided by existing streets. Capacity where the Kalorama Drain crosses Highway 101 appears to be adequate for a 100-year storm flow (Ventura Master EIR, 1989).

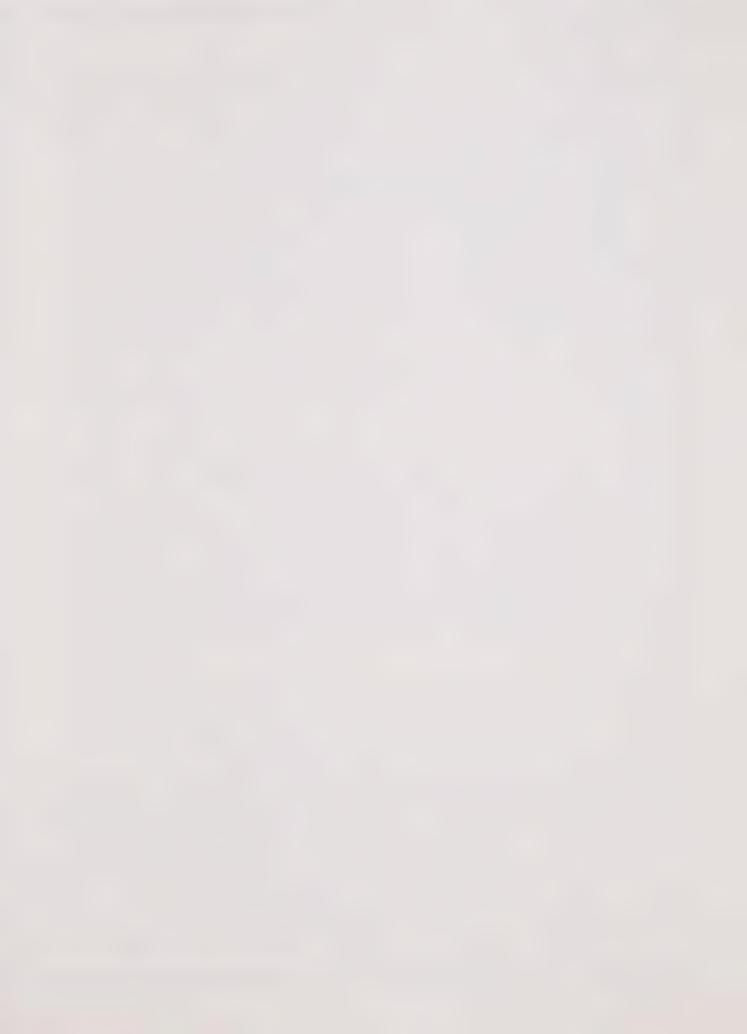
As indicated, the remaining City drainage system connects to the above major facilities. While deficiencies may exist in these lesser systems, the impact of these deficiencies are not considered significant to this analysis, because of the small size of the drainage areas served.

Parks and Recreation

The City's Draft Park and Recreation Element uses the 19 planning communities identified in the Comprehensive Plan as basic building units of analysis to establish neighborhood recreational needs, and combines the communities into four different zones to address broader community and city-wide needs. The zones include: (1) community services zone, (2) service area zone, (3) city-wide and special use park and recreation facility zone, and (4) tourism zone. These park areas, in conjunction with the linear park network, provide opportunities for stewardship of important natural historic and cultural resources, as well as provision of park and recreation facilities. The community services zone focuses on provision of services by identifying planning communities with similar populations and interests for the purpose of target marketing programs. The service area, tourism, and city-wide and special use park and recreation facility zones focus on the provision of facilities, park, and open space. Parks located within and adjacent to the Redevelopment project area are shown on Figure 6.2-1, Parks and Recreational Features in the Redevelopment Area.

For the purpose of the park sufficiency analysis, the consultant has made a logical distinction between the service area boundaries contained in the Comprehensive Plan and park capacity within the Redevelopment Plan Boundary. The Redevelopment Plan area was adopted as the unit of analysis for determining the sufficiency of existing park acreage (rather than the Comprehensive Plan) because the Comprehensive Plan includes residential areas <u>outside</u> of the Redevelopment Plan boundary. Therefore, the consultant's evaluation of the adequacy of existing park acreage was based on an analysis of existing park acreage <u>within</u> the Redevelopment Plan boundary. The Comprehensive Plan based assessment of sufficiency is provided for informational purposes only and was not used for determining impacts.





Neighborhood Parks

Neighborhood parks are one of the most important components of the City's park system. These parks are designed to serve local residents within each planning community. According to Draft Parks and Recreation Element standards, (which are based on National Park and Recreation Association, State, and other local jurisdictions' standards), it is recommended that the City provide 2 acres of neighborhood parkland per 1000 population in the community. A neighborhood park is to be at least 5 acres in size and within a one-half to three-quarter-mile radius of the community residents the park is designed to serve. Local residents should be able to access their local parks by walking or bicycling without encountering hazardous barriers. The draft element recommends that neighborhood park needs be identified by planning communities.

Table 6.2-3, Neighborhood and Service Area Park Acreage Analysis, compares existing neighborhood parks and displays unmet needs using standards defined in the Draft Park and Recreation Element. Downtown is the only Planning Community with sufficient parks to meet the accessibility goals for neighborhood parks. However, the residential density of this community still results in a 2.9 acre neighborhood park deficit. None of the other parks within the City meet acreage or accessibility goals for neighborhood parks. The north Avenue Community has no neighborhood parks at all. However, the Avenue Community has service area parks with neighborhood park amenities. Responsibility for meeting park needs in the North Avenue area currently rests with the County of Ventura (City of Ventura Comprehensive Plan Update EIR, 1989). The current residential population of the Avenue community results in a 15 acre neighborhood park deficit using a standard community wide analysis methodology.

Service Area Parks

Service area parks provide opportunities and facilities to a broad segment of the City's population in several planning communities that neighborhood parks cannot provide due to size and development limitations. These parks typically require a significant capital investment to acquire land and develop appropriate facilities. Amenities such as athletic fields and courts, community centers, and large passive areas may be included in the design of service area parks.

The Redevelopment project area lies within service area parks subarea 1 which includes the Avenue, North Avenue and Downtown communities. The current population within subarea 1 is 14,907 which represents a service area park acreage need of 44.7. A total of 18.3 acres of service area park currently exist in subarea 1 resulting in an unmet service park area acreage need of 26.4 acres.

City-Wide Parks

City-wide parks focus on offering single or specialized activities that attract a wide range of age groups and interests. Activities and facilities may be specialized or unique enough to draw upon the whole resident population. City-wide parks often feature large open spaces, unique natural or cultural areas, group picnic facilities, interpretive centers, equestrian facilities, and bicycle trails. Unique amenities that permit single or specialized recreation facilities can include beaches, golf courses, historic sites, nature centers, marinas, zoos, arboretums, display gardens, gun ranges, arenas, amphitheaters, plazas, and squares. Within the City's parks and recreation system, specialized uses include historic sites, golf courses, public beaches, plazas, gun ranges, and public vistas.

TABLE 6.2-3¹
Neighborhood and Service Area Park Acreage Analysis
(Based on Comprehensive Plan Units of Study)

Population and Park Acreage Needs	Neighbor Avenue	Service Area Parks Subarea 1		
Population ¹	9,226	*4,907	14,907	
Needed Acres ²	18.5	9.8	44.7	
Existing Public Parks ³ (acres)	1.54	6.6	16.5	
Existing Public Elementary School Grounds (acres) ⁵	2	0.3	1.8	
Total Neighborhood Parks (acres)	3.5	6.9	18.3	
Unmet Needs	15	2.9	26.4	

- * Includes the Avenue, North Avenue and Downtown communities.
- Based on residential population estimates (City of San Buenaventura) (1986 base year).
- 2 Based on the draft standard of 2 acres per 1000 population.
- 3 Draft standards credit the state beach acreage as a full contribution toward providing city-wide regional park needs. Draft standards also credit 5.0 acres of this beach area with meeting neighborhood park needs in Pierpont.
- 4 Westpark has an area of 7.3 acres of which 1.5 acres are designated as neighborhood park.
- Draft standards credit 25% of the usable elementary school open space as meeting neighborhood park needs. Acreage shown as existing is approximate. Park acreages for school grounds were obtained by estimating acreages for individual schools using total allotments provided under each community in Appendix A, 1980 census data in the Draft Park and Recreation Element Workbook and Technical Appendices.

Source: Comprehensive Plan Update Master EIR, 1989.

A City-wide park ratio of 5 acres per 1,000 population has been established as the standard for regional parks in both the 1979 Comprehensive Plan Recreation Element and the recently adopted Parks and Recreation Element. The Draft Element recommends a City-wide park zone which encompasses the existing City limits. Within this zone, the City has 212 acres of City-wide park land encompassed within the Arroyo Verde Park and Grant Park. Table 6.2-4, City Wide Park Acreage Analysis, illustrates that there is an unmet need in the City of 107.9 acres based on the draft and adopted standards for a population of 89,704 (1986 base year). This deficiency was calculated after including State beach park acreage belonging to other jurisdictions into the basic inventory of existing City Parks (as was done in the recently adopted Parks and Recreation Element of the Comprehensive Plan).

TABLE 6.2-4 City-Wide Park Acreage Analysis

Existing Population and Park Acreage Needs

Population Needed Acres Existing Public Parks (acres) Existing Park Acreage Belonging to Other Jurisdictions Meeting City-Wide Park Acreage Standards	89,704.0 448.5 211.6 129.0	(1986 base year)
Total City-Wide Parks (Acres)	340.6	
Unmet Needs	107.9	

- 1 Based on the draft standard of 5 acres per 1,000 population.
- 2 No credit is given for special use areas.
- Existing parks within the planning area belonging to other jurisdictions consist of Emma Wood State Beach (35.87 acres); Ventura Seaside Park and Fairgrounds (51.96 acres); Ventura State Beach (116.21 acres); Marina Beach/Cove District Beach (12.87 acres) and Channel Islands National Headquarters (2.75 acres). However, during the preparation of the Draft Park and Recreation Element, the Commission and staff determined that only Ventura State Beach (116.21 acres) and Marina Cove/Port District Beach (12.87 acres) could contribute towards meeting City-wide park acreage standards. Special use facilities other parks within the planning area belonging to other jurisdictions, and state beach property outside the City limits (Emma Woods State Beach and McGrath State Beach), while meeting some City-wide needs, were not to be considered as contributions to City-wide park acreage. This table reflects the Commission and staff position.

Source: Comprehensive Plan Update EIR, 1989.

Schools

Educational services in the Redevelopment Plan area are provided to the City of Ventura by the Ventura Unified School District, the Ventura County Community College District, and the University Center. The VUSD Facilities Master Plan identifies the operating capacity, structural condition, and future enrollment of each of the Districts' schools. The plan was prepared to identify current and future problems and provide solutions for those problems. The plan is currently being revised and scheduled to be updated on an annual basis.

The District currently operates fourteen elementary schools for grades kindergarten through 5th and one elementary school for grades kindergarten through 3rd; four middle schools for grades 6th through 8th; two High Schools for grades 9th through 12th, and a continuation/opportunity school. Table 6.2-5, Capacity and Enrollment of Schools Serving the Project Area, lists the capacity and enrollments of each school which would serve the redevelopment project area for school years 1987-1988 and 1988-1989. District schools are experiencing approximately a 2 percent increase in growth per year (City of Ventura Comprehensive Plan Update EIR).

TABLE 6.2-5 Capacity and Enrollment of Schools Serving the Project Area for School Years 1987-1988 and 1988-1989

		Capacity	School Year	r 1987-1988	School Year	r 1988-1989
School Name	Grade Level	(including portable classrooms)	Enrollment	Percent Capacity Used	Estimated Enrollment	Percent Capacity Used
Elementary Schools						
Lincoln ,	K-5	270	266	991	260	961
Pierpont*	K-5	270	255	94	324	120
Sheridan Way	K-5	567	449	79	442	78
Will Rogers*	K-5	408	406	96 ¹	436	107 ¹
Middle Schools						
Cabrillo	6-8	1124	816	73	838	75
De Anza	6-8	914	580	63	597	65
High Schools						
Ventura	9-12	2128	1910	90	2045	96

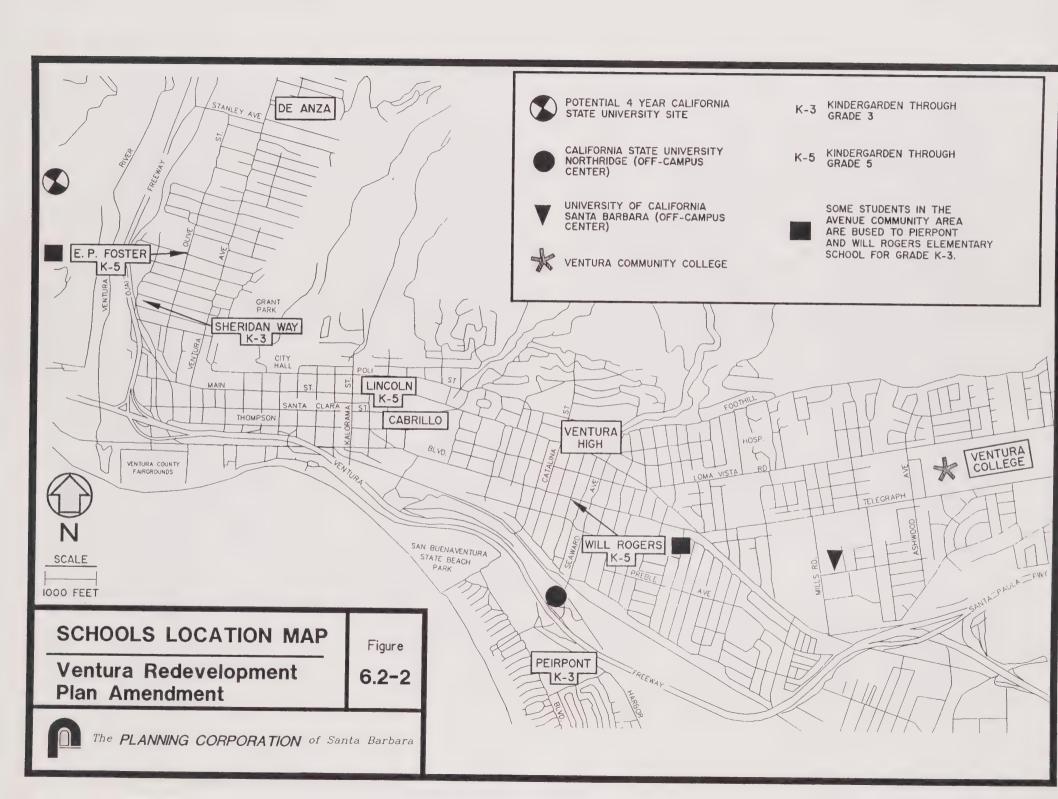
^{*} Schools that are currently operating at exceeded capacity.

Using current jurisdictional boundaries, new residents of the Downtown Redevelopment project would attend the following schools: kindergarten through third grade students would attend either Will Rogers, Sheridan Way or Pierpont elementary schools; kindergarten through fifth grade students would attend Lincoln elementary school; sixth through eighth grade students would attend Cabrillo and De Anza Middle schools; and ninth through twelfth grade students would attend Ventura High School. The locations of the elementary, middle, and high schools in relation to the project area are shown Figure 6.2-2. The jurisdictional boundaries of the schools change as enrollment trends dictate.

Elementary Schools

Eleven of fifteen elementary schools are currently operating near or above capacity. Examination of **Table 6.2-5** indicates that elementary schools within the project area are currently operating near or at capacity: the Pierpont and Will Rogers elementary schools are both operating above capacity; the Lincoln elementary school is operating near or at capacity (95% capacity or higher). The Sheridan Way School is currently operating at the lowest level of crowding (approximately 78 percent capacity).

¹ Schools operating near or at exceeded capacity (95% capacity or higher).





Eight of the existing elementary schools are using portable classrooms to accommodate overcrowding. The use of portable classrooms is a viable alternative to permanent classrooms due to fluctuations in population age distribution (City of Ventura Comprehensive Plan Update EIR, 1989). The portable classrooms can be moved from school to school to alleviate temporary overcapacity problems. Portable classrooms provide flexibility from school to school; however, approximately 90 percent of the district's portable classrooms are over 20 years old and have exceeded their functional life.

Many portables have poor ventilation and no heating systems, resulting in high and low room temperatures and a poor learning environment. Within the project area, the district will need to purchase new portable classrooms or expand existing facilities to accommodate future residential development.

Middle Schools

Because Middle schools are operating between 63 and 74 percent capacity, there currently are no overcapacity problems at the four middle schools in the Redevelopment Agency area. Middle schools that would serve the Redevelopment project area include Cabrillo and De Anza. The location of these middle schools are shown in Figure 6.2-2. In the event of overcapacity problems, the jurisdictional boundaries of the middle schools could be adjusted as needed to balance enrollments. For this reason, the School District Master Plan assesses the middle schools in a collective manner.

All of the middle schools (except De Anza) are using portable classrooms. If enrollments at the middle schools continue to remain below capacity, some of the portable classrooms could be relocated to schools where additional classrooms are needed (for example in the elementary schools). Cabrillo Middle School, situated east of the Redevelopment Plan boundary, is located in an area of low enrollment.

High Schools

The Ventura District currently operates two comprehensive high schools and one continuation school. Under current high school jurisdictional boundaries, high school students in the Redevelopment project area would attend Ventura High School. The location of Ventura high school in relation to the project area is shown in Figure 6.2-2. The comprehensive high schools are operating at 87 and 90 percent capacity. The District's high school enrollment projections indicate that the capacity of the current facilities will be adequate throughout the 1995 school year. According to the District's Facilities Master Plan, to accommodate future overcapacity at the high schools, the use of portable classrooms for a third high school facility may be a more reasonable method of handling future high school students than constructing permanent structures. Portable, modular or permanent facilities will be used depending upon future enrollment projections and educational needs.

Police and Fire Protection

Police Protection

Law enforcement services for the City of Ventura are provided by the City of Ventura Police Department headquartered at 1425 Dowell Drive. The police department has a staff of 67 civilian personnel and 117 sworn personnel. The department maintains 39 unmarked support vehicles and 26 patrol cars.

The City is patrolled on a 24-hour basis. Response time goals within the City are 3 minutes for emergency calls and 15 to 30 minutes for non-emergency calls. The patrol force works out of one police facility, and patrol officers are assigned to geographical areas (beats) as needed. When response times begin to exceed three minutes, the geographical areas assigned to patrol officers are reassessed to ensure adequate response time. The department responds to an average of 45,015 calls for service (CFS) per year (City of Ventura Comprehensive Plan EIR; 1989).

One measure of law enforcement protection services is a desired police officer/population ratio, generally stated in terms of the number of police officers per 1,000 population. Such measures should not be strictly employed as standards or guidelines, however, because acceptable policing levels also depend on changing community characteristics and needs, the specific types of staffing requirements (e.g., the need for sworn vs. non-sworn personnel), economic conditions, technological advances, and other factors.

Based on a total of 117 sworn officers and the current (1988) planning area population of 91,689, Ventura's current patrol officer/population ratio is approximately 1.3 officers per 1,000 population. The average ratio statewide is 1.5 per thousand, but the City has a low crime rate in comparison to other California cities with a similar population. With this relatively low crime rate, the City appears to have an acceptable community policing level.

Planned Improvements

The police department is currently conducting several studies to determine future law enforcement needs. A Gang Task Force is being developed to deter gang related crimes and maintain the City's current low crime rate. A "space needed" study is being completed by the police and fire departments to determine the expansion needs of the police/fire headquarters.

According to the City's Comprehensive Plan EIR, as the demand on police protection service increases, the types of service provided by sworn officers may change. Possible changes in services may include an increase of police service officers, which is a non-sworn position, to respond to non-injury accidents, petty thefts without suspect, or public service calls. Currently there are eight police service officer positions, and the number of positions in this category is expected to increase.

Fire Protection

Fire protection services for the City of Ventura are provided by the City of Ventura Fire Department. The proposed Redevelopment project area would be served by Station Number One located at 717 North Ventura Avenue. Back up response would be provided by Station Number Two located at 41 South Seaward Avenue.

The Fire Suppression Division responds to approximately 5,500 calls for emergency services (CFES) per year. The greatest number of CFES are for emergency medical assistance. Of the 76 fire fighting personnel, all are certified emergency medical technicians (EMT-1D) qualified by the County Health Officer. The Fire Department coordinates with Courtesy Ambulance Service to transport the victims of medical emergencies and responds to approximately 3,600 medical calls for emergency service per year. The response time goals to any location within the current City boundaries is no more than 5 minutes.

Fire protection and emergency incident response capability is deficient for particular structures and in some areas of accessibility problems, such as high-rises, and in particular those structures not having adequate built-in and/or on-site fire protection systems. Station location and response time to fires and other emergencies are the key elements in measuring fire protection service. The Ventura Fire Department's six fire stations currently provide adequate response times throughout most of the City.

The Ventura Fire Department has indicated that the department's fire protection service capability is no longer measured by its ability to provide aerial ladder service based on building height (Carriger, personal communication, 1988). This method was used prior to the common practice of providing building setbacks from access areas, mandatory fire sprinklers for high rise structures, and other built-in fire protection features.

IMPACTS

Water Supply

Significance Thresholds

In evaluating the impact of the Downtown Redevelopment Plan Amendment on the City's water system, the Amendment was reviewed in terms of available sources of supply and the projected net increase in project water demand. If the City water supplies cannot meet the net increase in demand, the project impact is considered significant.

Methodology used To Calculate the Net Increase in Project Water Demand

In order to project what increase in total water demand would occur as a result of the project, a water demand factor of 0.137 AFY per capita (122 gallons per day) was applied to the net increase in residential population anticipated within the Plan Boundary. This water demand factor is consistent with the water resources analysis contained in the City's Comprehensive Plan EIR. To estimate net increases in non-residential demands (commercial, office, institutional), a factor of 2,500 gallons/acre/day was used (Comprehensive Plan Update EIR 1989). Commercial demands can vary widely depending on the type of commercial land use. Industrial and institutional uses can vary even more widely than commercial application. However, the average figure of 2,500 gallons/acre/day is considered reasonable by the City for project planning when water demands for a specific user cannot be obtained (as is the case for the proposed project).

Supply-Demand Analysis

The City currently should have available supplies sufficient to accommodate existing water demand and the water demand of all pending and approved projects through the year 1990 with a 7 AFY surplus (City of Ventura Comprehensive Plan EIR 1989) if the pumping and extraction levels anticipated in Table 2.2-2 are available. During drought conditions, it is likely that the available supplies would not be adequate to meet the demand of both pending and approved projects. The amount of available supply could serve a population of approximately 100,500 (City of Ventura Comprehensive Plan EIR).

Tables 6.2-6, Residential Public Service Demands and 6.2-7, Non-residential Public Service Demands display the net increases in water demand on a Phase by Phase basis using the adopted demand factors for residential and non-residential uses respectively under the proposed project. Table 6.2-8, Total Water and Sewage Demands Summary Tables presents the total net increase in water demand associated with full build-out under the Amendment under both the <u>Plan Language</u> and <u>Probable Case</u> scenarios.

The water demand associated with full buildout of residential projects under a worst case scenario (<u>Plan Language</u>) would be 179.7 AFY for Phase I and 65.2 AFY for Phase II; total residential demand would be about 245 AFY. Under the more reasonable <u>Probable Case</u> scenario, residential demands would be 76.2 AFY for Phase I and 62.6 AFY for Phase II resulting in a total demand of about 139 AFY. Non-residential demands associated with phases I, II and III would result in a total net new demand of only about 3.6 AFY. Summing these new demands (presented in Table 6.2-8, Total Water and Sewage Demands Summary Table), the water demands associated with all phases of the proposed project would result in a demand ranging from 142.4 AFY (<u>Probable Case</u>) to 348.5 AFY (<u>Plan Language</u>).

According to the City's water superintendent, the anticipated additional water demand projected under full buildout of the proposed project (without cumulative growth) could be met from any one of a variety of sources including additional Lake Casitas purchases (subject to availability), extractions from the City's Saticoy well, or from the addition of supplies from the State Water project. Table 6.2-9, Projected Water Supply, shows the sources (and projected supplies in AFY from each source) which will be available to the City by the year 1990.

TABLE 6.2-6

Residential Public Service Demands

SCHOOLS

PARKS & RECREATION

POLICE

	1		1			T			T	Park	Land Generati	OIL.	Addi	tional Park La	nd		
			Student	Genera	tion Rate	Tota	I Ехро	ected		Factor	(Per 1000 Resid	ients)		Demand			
	Net Additional	Nct*	Per R	csident	ial Unit	Studen	t Gen	cration	1	Neighborhoo	d Service Area	Citywide	Neighborhood	Service Are	citywide		Total New
	New Units	Population	K-5	6-8	9-12	K-5	6-8	9-12	2	Park	Park	Park	Park	Park	Park	Per Capita	Officer Demand
Residential						1	- :										출보 첫 점
Phase I	540	1,312	.46	.08	.14	248		76		2Ac/1000	3Ac/1000	5Ac/1000	2.6Ac	3.9Ac	6.6Ac	1.3/1000 Pop.	1.7
Plan Language						4.3		1 13					9 44	in englisheren			Argialda (% %
Probable Case	229	556				256	44 -	78					1.1Ac	1.8Ac	2.8Ac		.72
													1.43		·4, * 1		
Residential													14.				
Phase II	196	476				90	16	27						1.4Ac	.2.4Ac		0.6
Plan Language														30 1.55			
Probable Case	188	457				210	37	64					0.9Ac	- 1.4Ac ·	:2.4Ac		0.6
Residential																	
Pian Language																	
Total	736	1,788				338	59	103					3.6Ac ·	∴ 1.5.3Ac	9.0Ac		2.3
Total Probable Case	417	1,013				466	81	142					2.0Ac	- 3.2Ac	5.2Ac		1.3

^{*} Population Per Unit Ratio 2.43 Persons Per Unit

WATER

SEWAGE

	Net Additional	Net*				Total Demand (in Million
	New Units	Population	Per Capita	Total Demand	Per Capita	Gallons Per Day)
Residential						
Phase I	540	1,312	.137 AFY	179.7 AFY	85 Gals./Day	.11
Plan Language						
Probable Case	229	556	.137 AFY	76.2 AFY	85 Gals./Day	.05
Residential						
Phase II	196	476	.137 AFY	65.2 AFY	85 Gals./Day	.04
Probable Case	188	457	.137 AFY	62.6 AFY	85 Gals./Day	.04
Residential						
Plan Language						
Total	736	1,788	.137 AFY	244.9 AFY	85 Gals./Day	.15
Total Probable Case	417	1.013		138.8 AFY	85 Gals./Day	.09

^{*} Population Per Unit Ratio 2.43 Persons Per Unit

TABLE 6.2-7

Non Residential Public Service Demands

WATER **SEWAGE** Net Increase In Waste Water Net Increase In Net Increase Net Increase Total Demand Square Footage IN Acreage Generation **Demand Factor** Demand Factor Non Residential 110,842 Phase I 2.545 2,500 Gals./ 5.1 AFY 2,000 Gals./ 5,090 GPD OR Acre/Day Acre/Day .005 MGD Non Residential -.78 2,500 Gals./ -1.5 AFY 2,000 Gals./ -1,560 GPD Phase II -33,875 Acre/Day Acre/Day OR -.002 MGD Total Non Residential 76,967 3,530 GPD 1.765 3.6 AFY OR .003 MGD

TABLE 6.2-8

Total Water & Sewage Demands Summary

			Net Increase In		
	Net Additional	Net Residential*	Non Residential		
	New Units	Population	Square Footage	Water Demand	Sewage Generation
Phase I & III	540	1,317	110,842		
Plan Language		179.7 AFY	5.1 AFY	184.8 AFY	.12 MGD
Probable Case	229	556			
		76.2 AFY	5.1 AFY	81.3 AFY	.11 MGD
Phase II	196	476	-33,875		
Plan Language				103.5 AFY	.038 MGD
Probable Case	188	457			
		62.6 AFY	-1.5 AFY	61.1 AFY	.04 MGD
Phase I, II & III	736	1,788	76,967		
Plan Language		244.9 AFY	3.6 AFY	348.5 AFY	.163 MGD
Probable Case	417	1013	76,967		
		138.8 AFY	3.6 AFY	142.4 AFY	.10 MGD

During the current low precipitation conditions, water demands for 1988 and 1989 have been met by increases in some of these water sources which will provide for only a projected increase of 2500 AFY by 1990. According to **Table 6.2-9** the net increase in projected supply, not including State water would be <u>2500</u> AFY by mid 1990. With State water, the total net increase in projected supply is shown to be 12,500 AFY.

TABLE 6.2-9 Projected Water Supplies (1990) (In Acre Feet Per Year)

	Source	Projected Supply 1 (1990)
1.	Foster Park	6,000
2.	Lake Casitas	9,000
3.	Golf Course Wells	5,000
4.	Victoria Well	3,500
5.	Saticoy Well ²	2,500
	Total Projected Supply Total Current Supply (from Table6.2-2) Total Net Increase in Projected Supply	26,000 23,500 2,500
6.	State Water project (Maximum allocation)	10,000
Total !	Net Increase in Projected Supply with State Water	12,500

¹ Estimated to be available in March, 1991 if drought conditions do not persist.

Examination of Table 6.2-10, Projected Water Supply and Demand Summary, illustrates that after subtracting the total project water demand from the net increase in projected City supplies, a net water supply surplus of 2109 AFY exists. If the State water project receives official funding status and a right-of-way agreement can be established, the projected water supply net surplus would increase to 12,109. Thus, project impacts on the City's water supplies are considered insignificant based on projected increases in City water supplies. Moreover, as discussed in the Plans and Policies section of the EIR/EIS, adequate administrative regulations are in place to assure a balance between long term demands and supplies.

² According to the Casitas Municipal Water District, the long term average yield of the Foster Park supply is 5,714 AFY (1944 to 1983 averaging period) or 286 AFY than predicted by the City. During drought periods, extraction is less than 6000 AFY. In 1949 through 1950 during a prolonged drought cycle, extraction was reduced to about 3500 AFY. In 1951, extractions were only 1463 AFY.

TABLE 6.2-10 Projected Water Supply and Project Demand Summary

Total net increases in projected supply (without State water)	2,500.00
Total additional project water demand (not covered by current available supplies)	-390.60
Projected water supply net surplus	2,109.40
Projected water supply surplus with State water	12,109.40

Sources of Projected Increases in City Water Supplies

Long term water supplies extracted from all sources (groundwater, rivers, reservoir) are subject to fluctuations based on cyclic patterns of precipitation. Intermittent periods of low precipitation are characteristic of the southern California region. Cycles of shortages followed by the availability of excess supplies due to fluctuations in rainfall are well documented in historic records of rainfall. The construction of an extensive reservoir system throughout the State was undertaken to "smooth" the effects of these fluctuations and to assure a more reliable supply of water to urban areas than would otherwise be available based on cyclic precipitation variations.

In some cycles, the low precipitation intervals influence available water supplies statewide; in other periods, the statewide supplies derived from northern California rainfall are still relatively reliable despite drought conditions in Southern California. With increasing demands on water stored in the states' reservoirs and on the intra-state aqueduct system resulting from continued population growth, the distribution of available supplies has increasingly been subject to allocation systems. The Casitas Water District, one of the City's principal suppliers, has instituted hearings to develop an allocation system to distribute the available supplies to its varied customer base in an equitable manner. The phase of demand availability for water stored in the Casitas Reservoir has passed and a regulated distribution system will undoubtedly be adopted in the coming year.

Projection of future water supplies should be interpreted conservatively. The water available from wells and reservoirs are subject to availability and depend upon a natural system that has no "commitment to serve" the States' population. Therefore, the following projections reflect long term average conditions that could diminish depending on conditions the regional and even global environment.

Casitas Water District

Table 6.2-9, Projected Water Supply, shows the sources and projected supplies in AFY from each source which will be available to the City by the year 1990. According to the City's water superintendent, purchases of Lake Casitas water could be increased up to meet the project's water demand if supplies are available and if such purchases would be possible under an allocation system that may be adopted in the forthcoming years. Safe yield supplies are estimated to be at least 20,920 AFY (City of Ventura Master EIR 1989). Because the Redevelopment project area exists completely within the Casitas Water District service area, the proposed project could be served entirely from additional Lake Casitas water purchases or from the development of other water sources.

Saticov Well

According to the City's water superintendent, the Saticoy well will be on line by mid 1990 (Mundy, personal communication 10/89). This well is projected to provide an additional 2,500 AFY to the City's overall water supply. When the Saticoy well begins operation, combined with the amount of water pumped from the Golf Course wells, Foster Park and Victoria well which make up the majority of the City's eastern supplies; this may result in more water being made available to the west side of the City and the proposed project.

State Water Project Allocation

Another potential future source of water is from the State Water Project. A study prepared by James Montgomery and Associates (1987) examines a plan currently being considered as an option by the City to import State water. The project involves bringing water from Castaic Lake approximately 40 miles via a pipeline down the Santa Clara River Valley. This project could be more cost effective for the City than previously proposed projects because the cost and benefits would be distributed over a wider area than in past proposal. The City is currently working on a conceptual plan with an estimated cost of \$60 million and an estimated completion date sometime in 1996 (John Mundy, personal communication, 8/89). As of this time, however, no funding sources, final designs, or right-of-way agreements, have been identified for the project; however, rate increases could provide for a portion of the total costs.

A report released in November 1987 by the State Department of Water Resources acknowledges that projected demand for State water by the year 2010 exceeds the existing dependable supply of 2.3 million AFY by about 1.3 million AFY. However, the report also identifies projects and programs that, if implemented, should increase delivery capacity to 3.2 million AFY.

With 3.2 million AFY delivery capacity, full demand could be met 90 percent of the time and the difference could be made up through the use of mandatory conservation measures imposed during drought years. According to the City's water superintendent, the proposed Downtown Redevelopment project's increase in water demand could be met with the successful implementation of the State Water Project linkage to the Castaic Reservoir. If such a linkage were successfully completed, cumulative impacts to the City's water supply would be insignificant.

Redevelopment Plan Impacts: Significance Determination

Given the preceding discussion, it is evident that the additional demands associated with this project can be met from available supplies if the City institutes a systematic, long term management program of the available municipal supplies. On a long term average basis, present resources are adequate to meet the project demands but, if supplies are reduced due to drought or decreased precipitation, then shortages may occur occasionally. Because of increasing demands on water from the Casitas Reservoir are being made by several competing jurisdictions, compensating for supply shortages in the overall City system (due to decreased pumpage from Foster Park or other sources) cannot be rectified by obtaining additional Lake Casitas Water. Given these constraints, future approvals of pending or cumulative projects should be coordinated with long term water planning efforts.

Approval of the Redevelopment Plan Amendment should not result in adverse consequences on City water supplies. Cumulative development within the City would require supplemental water supplies including the importation of State Water.

Under drought conditions, approval of projects within the Redevelopment boundary would be subject to all rules and procedures regarding water supply management and conservation adopted by the City Council.

Sewage Treatment

Significance Thresholds

To evaluate the impact of the Redevelopment Amendment project on the sewage treatment systems, sewer line and treatment plant capacities were examined. When net increases in predicted sewage flows cause an exceedance of sewer line or treatment plant design capacity, the impact is considered significant.

Methodology and Net Flow Increases

In order to determine increases in sewage flows as a result of the proposed amendment project, the net increase in residential units and non-residential building square footage was calculated by project phase and land use type. A demand factor of 85 gallons/day/person was used to project additional residential flows and 2,000 gallons/acre/day to project non-residential flows. These demand factors are consistent with the sewage generation analysis contained in the Comprehensive Plan Update EIR (EIR-1385).

Table 6.2-6 illustrates the net increase in sewage flow by phase for proposed residential land uses and Table 6.2-7 displays the net increase in sewage flow by phase for non-residential land uses. Table 6.2-8 documents that the total net increase in sewage flow for the proposed project ranges from .10 (Probable Case) to .163 (Plan Language) million gallons per day (MGD), an insignificant impact on existing service capacity.

Line Capacity

To determine whether existing sewer lines which serve the project area could accommodate the net increases in sewage flows, the City Engineering Division and sewage maintenance supervisor were consulted. It was determined that recent improvements to the Avenue collection system would be sufficient to accommodate additional project sewage flows generated by the Redevelopment Plan Amendment.

The project area outside of the Ventura Avenue collection system however, was found to be deficient in line size given the density of the proposed development (Rick Raives, Manual Ramirez, personal communication, 8/89). Figure 6.2-3, Undersized Sewer Lines, displays portions of the Redevelopment area with deficient line sizes. According to Rick Raives of the City Engineering Division, Land Development Section, existing sewer lines in the shaded portion of Figure 6.2-3 are part of the original six inch diameter line system which has never been upgraded. Development east of Ventura Avenue at the densities proposed under the amended Redevelopment project would cause peak flows to exceed sewer line design capacities, a significant impact requiring mitigation (Rick Raives, personal communication, 8/89). This impact can be mitigated by requiring recomputation of service demands and installing appropriately sized main and subordinate lines.

The impact of inadequate line capacity can be mitigated by replacing the six inch lines with either eight or ten inch lines when new projects are constructed. The exact size of replacement lines would be determined on a project by project basis as individual developments are reviewed at a more site specific level. The level of analysis contained in this EIR/EIS is intended to identify those areas where deficiencies exist for development densities proposed under the amended Redevelopment Plan. More detailed land use information is required to make specific engineering recommendations. Mitigation requirements have been specified in the consultant's recommended modification to the existing Plan language.

Pump Station and Treatment Plant Capacity

The Seaside Transfer Pumping Station currently pumps approximately 2.5 MGD peak flow. The pump station has a capacity of 6.0 MGD. Table 6.2-8 illustrates that the total project added net increase in sewage flow will be less than a one percent increase in flow. This is considered an insignificant impact to pump station capacity.





SCALE

500 FEET

LEGEND UNDER SIZE SEWER LINES REDEVELOPMENT STUDY AREA BOUNDARY

UNDERSIZE SEWER LINES

Ventura Redevelopment Plan Amendment

Figure

6.2-3



The **PLANNING CORPORATION** of Santa Barbara



The City Wastewater Reclamation plant has a design capacity of 14.0 MGD (average daily flow). The plant is currently operating at 74.8 percent of its design capacity. The proposed Redevelopment project's net increase in sewage flow represents less than a one percent increase in the design capacity; the project demands are considered an insignificant impact.

Drainage

Significance Thresholds

Buildout of the proposed Redevelopment Plan was compared against currently available drainage system capacities. In cases where increased runoff would exceed system capacity by an amount sufficient to pose a flood risk to urbanized areas, impacts were judged to be significant. Minor street flooding (overflows expected to be contained within City streets) were not considered significant unless this street flooding would create a severe hazard.

Methodology

In evaluating the impact of the Downtown Redevelopment Project on the existing drainage system, the project was reviewed in terms of increased storm water runoff anticipated within the major drainage facilities. To determine impacts, each of the major drainage facilities was reviewed to determine the systems ability to pass the storm water runoff estimated in the hydrologic analysis contained in the City's Comprehensive Plan Update EIR. Capacities for each major facility were reviewed at major roadway crossings and/or major channel segments.

Existing City facilities were reviewed for sufficiency using a 10 year storm event standard. Where overland street flow is interrupted, such as at Highway 101, drains crossing these physical barriers were reviewed and found to be satisfactory for a 100-year storm capacity. In preparing this analysis, the knowledge and experience of the City Engineering Division Design section personnel was considered and utilized. This analysis was warranted in order to refine and define the drainage system and its capability of handling storm flows in relation to Phase I and II development.

Impacts to Major Water Courses

Full buildout of the Downtown Redevelopment project, was considered to be comparable to the Alternative 3 analysis presented in the City's Comprehensive Plan Update EIR (EIR-1385). According to the Project Description for Alternative 3 the majority of additional industrial development would occur in the Arundell, Avenue, North Avenue, Saticoy, and Wells communities. Additionally, most of the new commercial development would be centered in the Montalvo and Downtown communities.

The City's Master EIR determined that under Alternative 3 buildout, none of the major water courses within the project area would be significantly impacted by increased development within the Avenue and Downtown communities. The assessment and findings presented in the Comprehensive Plan EIR are considered more than a worst case analysis of major drainage courses for the proposed project because the Master EIR included in its assessment new unplanned development upslope and outside of the redevelopment project area boundary. Thus, project impacts to the major water courses which serve the project area are considered not significant.

Surface Street Collection and Drainage

Because the majority of the project area is presently covered with impermeable surfaces (i.e., buildings and pavement), the net increase of impervious surface generated due to project buildout is not expected to adversely impact existing street collection and drainage structures. According to Mark Watkins of the City's Engineering Division (Design Section) the existing street collection system in the project area is designed to accommodate a ten year storm and related flood. The project area does not have a history of major flooding problems and according to Mr. Watkins, the net increase in impervious area associated with buildout of the proposed plan would not significantly effect the existing drainage system. Mr. Watkins did acknowledge that a 25 year flood would cause backup problems at some street drain collectors which could result in the loss of a portion of the right lane on adjacent streets. However, because of the infrequency of such an occurrence and because flooding would be contained within the street network, the potential flooding impacts of a 25 year storm on surface street collection and drainage infrastructure is considered adverse but less than significant.

Schools

Significance Thresholds

The thresholds of significance for each educational facility were based on the current facility design capacities. When student population surpasses school design capacity, the impact on public schools is considered significant.

Student Generation Rates

To project new student growth generated by new residential developments, the District applies student generation factors for each new residential unit. The factors are averages used for all residential types including single-family and multi-family residential structures. The District uses state-endorsed rates to project new student generation growth and, therefore, the impact analysis for the proposed redevelopment project is based on these rates. The student generation rates for each grade level are:

- o K-5 = 0.46 student/residential unit
- o 6-8 = 0.08 student/residential unit
- o 9-12 = 0.14 student/residential unit

Use of the state-provided student generation rates may not accurately project actual student generation for new residential development beyond the next several years because of potential demographic fluctuations in age distribution. Since January 27, 1989, the District has been in the process of revising its Facilities Master Plan and student generation rates. To accomplish this, the District studied eight developments in the City which have been completed and occupied in the last 5 years to determine the average student generation. The rates computed were 0.25 students per dwelling unit for grades K-5, 0.07 for grades 6-8, and 0.10 for grades 9-12. The District is now using these rates in planning for future growth from developments within the City. These rates are lower than the State-wide averages. The higher generation factor was employed in this EIR/EIS to evaluate a worst-case condition.

The projected new student generation associated with the proposed Downtown Redevelopment plan is presented in Table 6.2-6. Buildout of the plan would generate approximately 500 new students under the Plan Language, worst case scenario, and about 282 students under the Probable Case scenario. This new student generation would result in an increase in enrollment as specified for those grades presented in Table 6.2-6.

The District was consulted about its ability to absorb these new students over the expected buildout of the project. According to Mr. Richard Welcher, Assistant Superintendent of Business Services for the District, new students resulting from implementation of the Plan Amendments can be accommodated. The elementary schools in the project area would have the most difficulty absorbing the new students. A combination of re-adjusting jurisdictional boundaries and relocating portable classrooms would, according to Mr. Welcher, alleviate the overcrowding problem and provide sufficient room to accommodate the additional elementary school age students without any adverse impacts. Cabrillo and De Anza Middle schools and Ventura High school would be able to accommodate all new project generated students grades 6-12 without adversely impacting school operations (Welcher, personal communication 8/89). Thus, project impacts to local schools, with the anticipated adjustments to jurisdictional boundaries, are considered less than significant for both worst case and probable case scenarios. All Redevelopment Area projects would be required to pay state mandated fees to the local school district to offset impacts related to increased school age population.

Police and Fire Protection

Police

Significance Thresholds

The significance of the increase in demand for police protection services would be dependent on the staff level of officers, and response time to new sites. If other factors remain constant, the current police officer/population ratio of 1.3 per thousand is expected to be sufficient to absorb the population growth associated with the proposed plan amendment. The ratio may have to be adjusted in actual practice depending on other variables (i.e., fluctuations in crime rates). Thus, the existing ratio of 1.3 officers per 1,000 population is used as the threshold of significance for the proposed project.

The expected worst case (<u>Plan Language</u>) net increase in population associated with full buildout of the Redevelopment Plan is expected to be 1,788 persons. This net increase in population is considered a significant impact to police protection services. The impact can be mitigated by adding additional officers to the City's force. By applying the police officer population ratios of 1.3 per thousand to the expected increase in population for each phase of development, a total of 2 new officers would be required to off set the net population increase under worst case conditions and 1 new office would be needed under the <u>Probable Case</u> scenario. Funds for these additional service personnel should be allocated as new residential construction if approved. Language implementing this recommendation has been incorporated into the consultant recommended text of the Plan.

The acceptable community policing level needs to be carefully monitored as the City grows. Another threshold of significance addresses the emergency response time to development in the project area. A significant impact would result if an emergency response time of 3 minutes is exceeded (existing Police Department standard). Because the proposed project is located within the already developed downtown area, no increase in response time is anticipated and related impacts are considered insignificant.

Fire

Significance Thresholds

The significance of an increase in fire risk would be dependent upon the installation and maintenance of proper fire protection systems by structure owners, level of fire department staffing, and the ability of fire suppression units to maintain a response time if 5 minutes or less. A significant fire protection impact would result if an emergency response time of 5 minutes is exceeded (existing fire department standard). To assess this impact, the response time to the Redevelopment project area, based on the location of existing fire stations and service areas is analyzed.

Response Time

Lorin Miller of the City of Ventura Fire Department was consulted regarding fire protection for the Redevelopment project area. The entire project area lies within the fire station number one service zone. Fire station number one is located at 717 North Ventura Avenue and would have an average emergency response time to the project area of three to four minutes. Back-up emergency response would be provided by Station Number Two located at 41 South Seaward Avenue. Average response time to the project area out of Station Number Two was estimated to range between 5-6 minutes (Lorin Miller, personal communication 8/89). Thus, Fire Department emergency response time from Station Number One (the primary fire station with service area jurisdiction) would be less than five minutes. Fire protection impacts are considered insignificant.

Building Height

The Fire Department was also consulted about potential fire safety impacts resulting from the proposed increased building height limitation on proposed blocks E, L, M and N. Fire officials confirmed that the Department could adequately serve buildings of this scale and noted that buildings over four stories in height or over 5,000 sq.ft. would need to be equipped with indoor sprinkler systems as required by the Uniform Building Code (Lorin Miller, personal communication, 8/89). Thus, potential fire protection service impacts resulting from increased building height are considered less than significant.

Parks and Recreation

Thresholds

In the City of Ventura, when new residential developments or plan amendments are proposed an examination of impacts on park needs is made. This parks and recreation analysis is based on standards for recreational areas as presented in the recently adopted Parks and Recreation Element and summarized in Table 6.2-11, Thresholds for City Parks and Recreation Areas. When a service zone population for a particular type of recreation area exceeds the minimum acreage per 1000 population, impacts to park and recreational facilities are considered significant.

TABLE 6.2-11
Thresholds for City Parks and Recreation Areas

Type of Recreation Area	Acres Per 1000	Size of Site	Radius of Area Served	Accessibility	Service Area
Neighborhood	2	5 acres min.	1/2-3/4 mile	Walk or bike	Community zone
Service Area Park	3	35-40 acres	Centrally located within service area	Auto, bike or public trans- portation	Service area zone
City-wide Park and Special Use Area	5		Planning area	Auto, bike or public trans- portation	City-wide zone

Neighborhood Parks

For neighborhood parks, impact analysis is generally conducted on a community level by comparing the projected community planning area population with existing and projected park acreages within the effected community. The proposed project area exists within both the Downtown and Avenue communities.

Table 6.2-6 shows the projected net increase in population within the Downtown and Avenue communities resulting from the proposed Downtown Redevelopment Plan to be 1,788 persons. This population increase, when applied to the neighborhood park land generation factor of 2 acres per 1000 population, results in an additional neighborhood park land demand of 3.6 acres. Table 6.2-3 illustrates that there is an existing unmet need for neighborhood parks within the Avenue and Downtown Communities of 15 and 2.9 acres respectively. Thus, when examining project impacts to neighborhood parks on a community wide level, existing neighborhood park land would not be sufficient to meet the additional park land demand generated by the proposed Redevelopment Amendment project.

Conducting the neighborhood park needs analysis on a community wide level, however, may not be the most appropriate methodology to use for the proposed Downtown Redevelopment Plan. The Downtown Redevelopment Plan goals, and the general goals of park land development, are somewhat conflicting. The park needs analysis methodology (and park land development in general), is concerned with providing sufficient allocations for open space and recreational amenities to residents of a given area or planning community. Within the City of Ventura, each planning community is guided by specific community goals which define the type and density of land uses (residential, commercial, recreational, etc.) that are appropriate for each community.

The proposed Downtown Redevelopment project goals are concerned with increasing land use density and the economic viability of the project area. To achieve these goals, a specific area plan has been drafted by the City's Redevelopment Agency, which is nearly identical to the Community goals for planning communities throughout the City which are created to guide development within a project planning area. To this end, the proposed Redevelopment Area could be considered as its own planning community, separate from other planning communities within the City, with distinct land use goals. To include park land evaluations based on community designation standards as a component of the proposed Redevelopment Plan would be contrary to the goals of high residential density and increased economic productivity. Therefore, a community wide park needs analysis is not necessarily the best methodology to use when determining the project's impacts on park lands. Instead, the project area, which contains its own specific goals and development guidelines, would be better analyzed as if it were its own planning community. Both the consultant and the Park and Recreation department agree that this is the most appropriate approach to analysis of recreational issues in this case.

For this reason, the proposed project's park needs analysis for neighborhood park land has been limited to a parks assessment boundary area developed by the consultant and displayed in Figure 6.2-1. As shown in Figure 6.2-1, this park assessment boundary more closely coincides with the Redevelopment project area than would a community wide approach. This enables a more specific analysis of neighborhood park land needs that exist within and immediately adjacent the project area which is consistent with other park needs analysis conducted for planning communities throughout the City.

Table 6.2-12, Existing City Park Acreage Within or Immediately Adjacent to the Redevelopment Study Area, lists those City parks located within the parks assessment boundary by acreage and park type. Table 6.2-13, Park Acreage/1000 Population Analysis Within the Parks Assessment Boundary, shows the population within the Redevelopment project area by phase, existing acreages by park type, and the project population/park acreage ratio within the parks assessment boundary. Table 6.2-11 shows the threshold for neighborhood parks to be 2 acres per 1,000 population. Examination of Table 6.2-13 shows that with existing population plus Phase I and Phase II development, the population/park acreage ratio remains above the threshold of 2 acres per 1,000 population threshold. Thus, project impacts to neighborhood park needs within the parks assessment boundary area are considered insignificant.

TABLE 6.2-12
EXISTING CITY PARK ACREAGE WITHIN OR IMMEDIATELY ADJACENT TO
THE REDEVEL OPMENT STUDY AREA

	NEIGHBORHOOD	SERVICE AREA	CITY WIDE	SPECIAL	114
PARKS	PARK	PARK	PARK	USE	TOTAL
1) ORTEGA ADOBE					
HISTORIC RESIDENCE				.28	.28
2) WEST PARK	1.5	5.82			7.32
3) EASTWOOD PARK				.73	.73
4) GRANT PARK			107.29		107.29
5) MISSION PARK	1.47				1.47
6) PROMENADE PARK	1.00				1.00
7) SEASIDE PARK				24.00	24.00
8) SURFERS POINT				3.42	3.42
9) ALBINGER ARCHAELOGICAL				.93	.93
MUSEUM					ä ,
TOTAL	3.97	5.82	107.29	29.36	146.44

TABLE 6.2-13 PARK ACREAGE/1000 POPULATION ANALYSIS FOR THE PARKS ASSESSMENT PROJECT AREA

EXISTING PARK ACREAGES

PARK ACREAGE/1000 POPULATION RATIO WITHIN THE REDEVELOPMENT PARK ASSESSMENT BOUNDARY

			THO I MITTAGE			THE PARTY NOOLOOM	
	POPULATION WITHIN						
	REDEVELOPMENT	NEIGHBORHOOD	SERVICE AREA	CITY WIDE	NEIGHBORHOOD	SERVICE AREA	CITY WIDE
	PROJECT AREA	PARK	PARK	PARK	PARK	PARK	PARK
EXISTING CONDITIONS	528	3.97	5.82	107.29	7.50 AC/1000	11 AC/1000	203 AC/1000
EXISTING PHASE I DEVELOPMENT	1080	3.97	5.82	107.29	3.67 AC/1000	5.38 AC/1000	99.3 AC/1000
EXISTING PHASE II DEVELOPMENT	1472	3.97	5.82	107.29	2.49 AC/1000	3.9 AC/1000	72.8 AC/1000

¹ BASED ON 2 PERSONS PER DWELLING UNIT

² THRESHOLD 2 AC/1000 POPULATION

³ THRESHOLD 3 AC/1000 POPULATION

⁴ THRESHOLD 5 AC/1000 POPULATION

Service Area Parks

The net project generated population increase (Table 6.2-6), when applied to the service area park land generation factor of 3 acres per 1,000 population, results in an additional service area park land demand of 5.3 acres. Table 6.2-3 documents that there is an existing unmet need for service area parks within Subarea 1 of 26.4 acres. Thus, the project generated increase in service area park land demand cannot be met with existing park acreages. However, using the parks assessment boundary area developed by the consultant as shown in Figure 6.2-1 to conduct the park needs analysis for service area parks, a more site specific evaluation of impacts is achieved.

Table 6.2-13 shows that with the existing population plus Phase I and Phase II development, the population/park acreage ratio would be 3.9 acres per 1,000 population, within the Redevelopment project assessment area, which is above the 3 acre per 1,000 minimum threshold for service area parks. Under this analysis scenario, project impacts to Service Area Park needs are considered insignificant.

City-Wide Parks

The net project generated population increase (Table 6.2-6), when applied to the City wide park land generation factor of 5 acres per 1,000 population, results in an additional City-wide park land demand of 9.0 acres.

There is an existing unmet need for City-wide parks of 107.9 acres. Thus, the project generated increase in City-wide park land demand cannot be met with existing City acreages. However, Grant Park, the closest City-wide park to the Redevelopment project area, is located approximately 2,000 feet northeast of the project's northern boundary as shown in Figure 6.2-1. The above methodologies for examining site specific park needs could again be applied to the City-wide park acreage analysis. Table 6.2-13 shows that with the existing population, plus Phase I and Phase II development, the park acreage per population ratio would be 72.8 acres per 1,000 population within the Redevelopment Park Assessment area which is well above the 5 acre per 1,000 threshold. Related impacts to park needs are considered insignificant.

MITIGATION MEASURES

Sewage Treatment

To mitigate significant impacts on sewer line capacity within the Redevelopment project area, the consultant recommends the following measure:

(1) City engineers shall review all development plans for projects within the Downtown Redevelopment area boundary where six inch or smaller sewer lines exist. Based on the intended use and size of proposed structures, City engineering and Public Works staff shall make a finding as to whether existing lines are sufficient to accommodate additional sewage flows generated by the new development. If existing lines are deemed to be inadequate by City staff, the Redevelopment Plan applicants shall fund and install the appropriate sized lines as directed by City engineers.

This mitigation measure is currently included in the text of the Redevelopment Plan (Section I.609.1).

Police

To mitigate impacts to police protection as a result of the net increase in population, the consultant recommends the following measure:

(2) The Redevelopment Agency shall negotiate with the City Police Department to employ one to two additional police officers when the population growth within the Redevelopment Plan Boundary warrants the addition of extra police.

Parks & Recreation

No mitigation measures are required. However, the following suggested improvements are intended to enhance existing park and recreation facilities resulting from buildout of the proposed Redevelopment Plan amendment.

- (3) The open courtyard area along Figueroa Street between the Main Street and Santa Clara Street water fountains could be modified through the removal of cement sidewalks and the construction of improvements such as landscaped walkways, turf areas, and provision of tree boxes or other plantings which can be integrated into the adjacent park. These modifications would make the open space in the Figueroa Corridor more useful as public open space. This measure could be implemented as an Art in Public Places program enhancement.
- (4) Implementation of a proposed street tree planting program is included in the consultant revised Redevelopment Plan language and should be strictly adhered to.

Funding Resources

To fund these suggested improvements, the City Redevelopment Agency should consider a variety of monetary resources to implement park improvements in the Redevelopment planning area. Because of the high costs associated with developing and maintaining park facilities, the City Redevelopment Agency should consider establishing policies within the Amendment for accepting real or personal property as gifts or acquiring properties with public funds prior to initiating any of these funding measures. The following are potential funding sources the City Redevelopment Agency could consider for pursuing park improvements.

- o <u>Art-in-Public Places</u> funds could be devoted to streetscape improvements;
- o <u>Bonds</u> could be sold by the City to finance acquisition or construction of park lands upon voter approval;
- Public Subscription The City or local community organizations could sponsor
 additional subscription drives to fund recreation facility development of an existing
 program;
- o <u>Public and Private Foundations or Trusts</u> Additional trusts could be established by the City in response to community interest to develop, operate, and maintain recreation facilities;
- o <u>Gifts</u> The City could establish a gift catalog approach to facility acquisition which would enable private citizens to purchase specific items for the City Parks that meet City standards;

O Assessment Districts and Developers/Homeowners/Property Owners

Associations - Formation of assessment districts by the City Redevelopment

Agency could off-set costs of maintenance, thereby lowering long-term financial impacts on the Parks and Recreation Department.

Recommended Modifications to the Redevelopment Plan Text to Implement Park Enhancements and Improvements

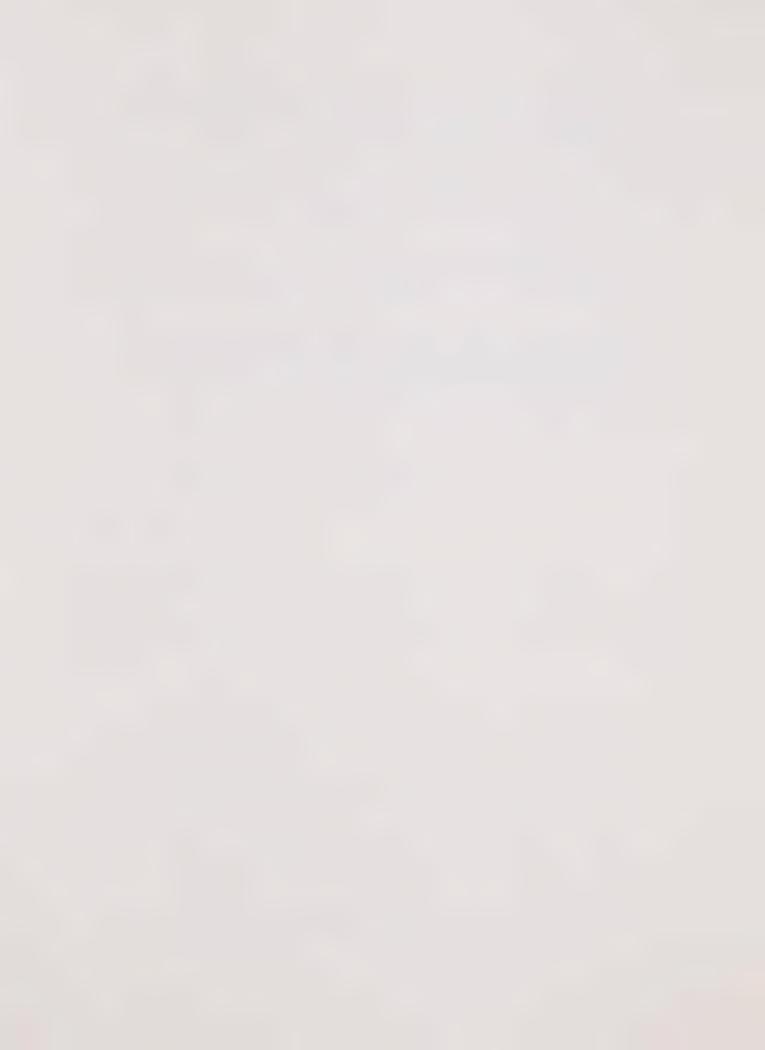
The Redevelopment Plan text shall be amended to add the following:

"V. Section 500 - Proposed Redevelopment Actions

The Agency proposed to eliminate and prevent the spread of blight and deterioration in the Project Area by:

Upgrading existing open spaces with public decorative art, intensifying landscaping, and providing amenities within existing parks in the Redevelopment Plan boundary vicinity. Consideration should be given to assuring the planting programs encourage the use of native trees and plants and low water demand turf species.

Residual Effect: Not significant.



7.0 OTHER IMPACTS



7.1 AIR QUALITY¹

EXISTING CONDITIONS

Airshed Management and Baseline Conditions in the Downtown Area

In order to assess the significance of the air quality impacts of a proposed development, anticipated impacts, together with existing baseline pollution levels, must be compared to the applicable Federal and State ambient air quality standards. These standards are the levels of air quality considered adequate (with a margin of safety) to protect the public health and welfare. These standards are designed to protect persons susceptible to respiratory distress such as asthmatics, young children, elderly people, or people already weakened by illness. Healthy adults can tolerate occasional exposures somewhat in excess of these standards without any adverse effects.

Air quality is determined primarily by the types and amounts of contaminants emitted into the atmosphere, the size and topography of the local air basin, and the pollutant dispersing properties of local weather patterns. When airborne pollutants are produced in such volume that they are not dispersed by local meteorological conditions, air quality problems arise. Dispersion of pollutants in the City and County of Ventura is inhibited by periodic temperature inversions and local topographic features which tend to trap pollutants within the marine air layer. As the pollutants become more concentrated in the atmosphere, photochemical reactions take place that produce oxidant, which is commonly known as smog. Coastal portions of Ventura experience temperature inversions, particularly in the late summer and early fall. These inversion layers limit the vertical mixing height and confine horizontal flow through passes and valleys that are below the inversion height. Because of the limited air column available for mixing, pollutant concentrations are generally highest at this time. Localized meteorological conditions such as light winds and inversions contain primary pollutants in the atmosphere while complex photochemical reactions take place resulting in the production of secondary pollutants such as oxidant, commonly referenced as smog. According to the Ventura County Air Pollution Control District and the California Air Resources Board, the principal problem pollutants in Ventura County are oxidants (ozone precursors NOx, SOx and RHC are the primary components of ozone), carbon monoxide, and suspended particulate matter. Auto use, industrial pollution, and construction activities are the three primary sources of regional emissions.

Oxidant, commonly referred to as "smog", is an area-wide pollutant; significant concentrations can be measured at locations distant from the primary source. Hydrocarbons, a primary precursor of oxidant, are partitioned into groups: non-reactive hydrocarbons and reactive hydrocarbons. Non-reactive hydrocarbons consist primarily of methane. The reactive hydrocarbons, together with nitrogen oxides, form the "building blocks" for the creation of photochemical oxidant. Concentrations of photochemical oxidants, expressed and measured as ozone (03), are a major problem in Ventura County. Ozone is a secondary pollutant created as a result of chemical reactions between several primary source pollutants.

Earthmoving and construction activities also change local air quality, especially particulate (dust) and NO_X concentrations during the construction time period. In contrast to gaseous pollutants and small-size particulates from combustion, a large fraction of particulates due to construction activities settle out of the atmosphere rapidly with increasing distance from the sources and generally do not penetrate the lungs. It has been estimated that construction particulates are generated at the rate of 1.2 tons per acre per month of construction activity (Environmental Protection Agency, August 1975, Compilation of Air Pollutant Emissions Factors, Third Edition, Report No. AP-42). This estimate includes emissions from excavation and earthmoving, loading, trucking, wind erosion, and construction of structures.

¹ Technical terms and explanations of abbreviations are provided in the glossary to the EIR.

Air pollution control and airshed management are administered in the state of California by agencies of Federal, State, and local government. Both the Federal and State agencies (the U.S. Environmental Protection Agency and the California Air Resources Board) have established ambient air quality standards, based on consideration of the health and welfare of the general public. The most important relevant pollutants for which standards have been established are:

Reactive hydrocarbons (RHC) and nitrogen oxides (NOx) are considered precursors to ozone by the Ventura County Air Pollution Control District (APCD). Emission sources for these precursors include motor vehicles and other combustion sources and activities related to both onshore and offshore oil and gas production, agricultural and industrial facilities, and automobile use.

Physical Effects of Ozone: Significant health effects have been documented at ozone concentrations above the national standard of 0.12 parts per million, including changes in lung function, aggravation of chronic cardiopulmonary disease symptoms, increased asthma attacks, and decreased physical performance levels during strenuous activities. These effects are more severe under conditions of long exposure and higher levels. Harmful effects on vegetation have been documented at concentrations below the national ozone standard. Visible symptoms of leaf damage have been the principal means of identifying the effects; however, yield reduction, leaf drop, suppression of fruit development and the degradation of crop quality can also occur. According to a recent report prepared by the California Air Resources Board, ozone causes more than \$300 million worth of annual crop losses in California. Citrus is especially sensitive to ozone.

Total suspended particulate matter (TSP) consists of particles in the atmosphere resulting from many kinds of dust and fume-producing industrial and agricultural operations, from combustion, construction activities, and from atmospheric photochemical reactions. The Caston Trust GPA will contribute to TSP levels in the local airshed, primarily during the construction phase of the project. Natural erosion processes also introduce particulates into the atmosphere; wind-raised dust is one such particulate source.

Physical Effects of Particulate Matter: Atmospheric particulate matter is composed of finely divided solids or liquids such as dust, soot, aerosols, fumes and mists. The particles of greatest concern are those less than ten microns in diameter, which have the greatest likelihood of being inhaled deep into the lungs. Particulate matter is generated by a variety of human activities, including agricultural operations, industrial processes, combustion of fossil fuels, construction and demolition operations, and dispersal of road dust into the atmosphere. Natural sources of particulate matter include wind blown dust, wildfires, and salt from sea spray.

Carbon monoxide (CO) is a primary pollutant emitted directly from combustion sources, principally automobile engines, and is a problem associated with congested vehicle traffic, especially at locations with many idling engines (e.g., parking lots, drive through facilities, and congested intersections). Because few intersections in the project vicinity are constrained or experience substantial vehicle delays, this pollutant is not anticipated to be a major problem attributable to approval of the proposed Amendment.

Physical Effects of Carbon Monoxide: Carbon monoxide can seriously interrupt oxygen transport in blood and can reduce oxygen supplies to the brain. Concentrations of CO occur close to heavily traveled streets, especially at locations where vehicles idle for prolonged periods (e.g., parking lots, drive-through facilities, and congested intersections). These areas of high CO buildup are generally referred to as CO "hot spots". CO levels are related directly to vehicle speeds; the rate of CO emission at 5 miles per hour is over 8 times higher than when vehicles are traveling at freeway speeds.

Air Pollution Control Efforts and Standards of Evaluation

Air pollution control efforts are administered by federal, state and local governments. Federal and state standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulates less than 10 microns in diameter (PM10), and lead. In addition, California has standards for ethylene, hydrogen sulfide, sulfates, vinyl chloride, and visibility-reducing particles.

Ambient air quality standards have been adopted by Federal and State agencies to protect public health. State standards are more stringent than federal standards and therefore, when federal air pollutant standards are exceeded, the state standards are also exceeded by default according to CEQA guidelines. The California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) are summarized in Table 7.1-1, Ambient Air Quality Standards.

The proposed project is located within both the Oxnard Plain and Ojai Valley Airsheds as shown in Figure 7.1-1, Airshed Boundaries in the Ventura Area. The Oxnard Plain Airshed is in non-attainment for the Ozone Standard and will remain in non-attainment well into the next century based on current estimates.

In July 1987, the U.S. Environmental Protection Agency discontinued use of the <u>Total Suspended Particulates</u> standard and adopted a standard for PM¹⁰ which is defined as particulate matter less than 10 microns in diameter. PM¹⁰ is comprised of approximately 60 to 70 percent of the particulates included as measurable TSP. In the near future the County APCD expects to make a PM¹⁰ attainment/non-attainment determination for the County. Preliminary data indicate that Ventura County is in attainment of the Federal PM¹⁰ standards. Based on the final designation, the APCD plans to take necessary steps to comply with Federal requirements.

Air Quality Management Plan

Under provisions of the Federal Clean Air Act and in an attempt to meet adopted Federal Clean Air Standards, Ventura County has developed an Air Quality Management Plan (AQMP) which is a comprehensive planning document intended to provide guidance to the APCD, the County, and other local agencies on how to progress toward attainment of the ozone standard. The 1987 AQMP was adopted by the County in July 1988.

The AQMP focuses on the ozone non-attainment problem in Ventura County. The AQMP includes stationary source, mobile source, and transportation control measures to reduce emissions of air pollutants. In addition to implementing these controls, progress toward achieving the national ambient air quality standards for ozone depends upon adherence to population and industrial growth forecasts outlined in the AQMP. Even with adoption of recommended control measures, the AQMP projects that emissions of ozone precursors will begin to increase in 1995, primarily due to mobile sources and emissions from power plants. After 1995, emissions are projected to increase because emissions associated with population and economic growth in the County will overtake decreases associated with anticipated emission controls (1987 AQMP, pages VII-3 and VII-4). The plan does not address control strategies for particulate matter.

Air quality consistency in Ventura County can be measured quantitatively by tracking the actual growth of population and/or employment in the County and then comparing actual growth rates with projected growth rates. Projected growth rates in population and employment are used as indicators of future activity for population and employment related emission categories in the AQMP. A reliable system for tracking annual employment levels is not currently available for the County. However, the County does maintain a continuous tracking system for population. Therefore, a demonstration of consistency with the population forecasts used in the AQMP is the suggested method for assessing general development project consistency with the Plan.

TABLE 7.1-1 Ambient Air Quality Standards

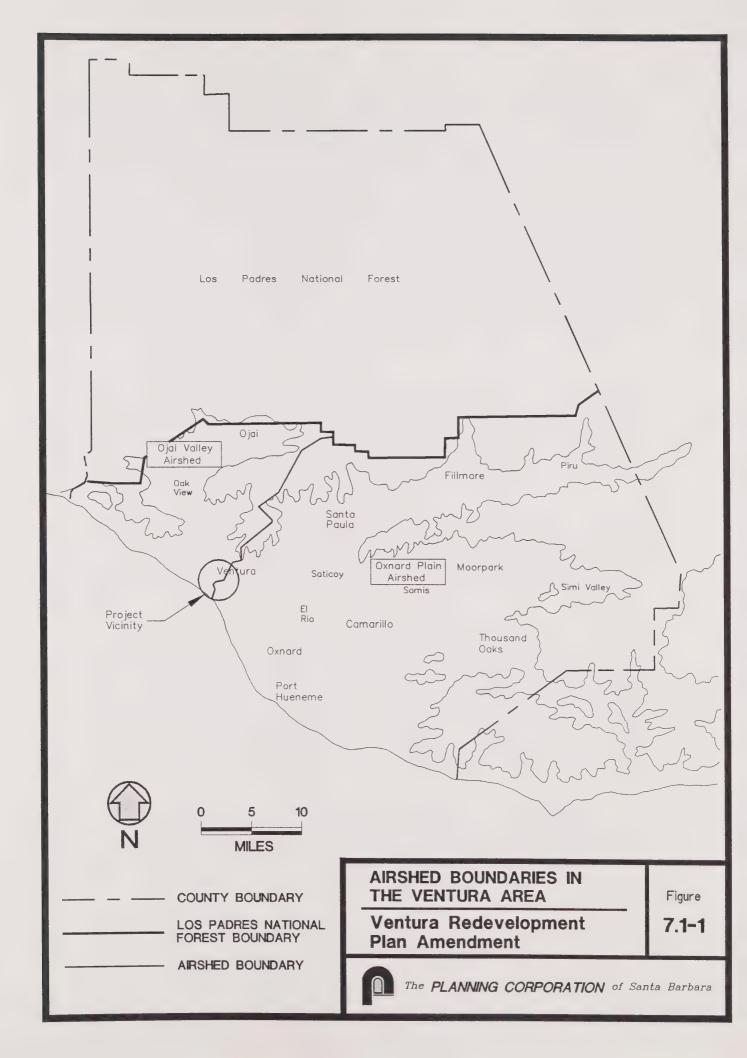
		California Standards ¹	Nationa	l Standards ²
Pollutant	Averaging Time	Concentration ³	Primary ^{3,4}	Secondary ^{3,5}
Oxidant (ozone)	1 hour	0.09 ppm (180 ug/m ³)	0.12 ppm (235 ug/m ³)	Same as Primary Standards
Carbon Monoxide	8 hour 1 hour	9.0 ppm (10 mg/m ³)	(9 ppm) 10 mg/m ³	Same as Primary Standards
	1 11/11	20 ppm (23 mg/m ³)	(35 ppm) 40 mg/m ³	
Nitrogen Dioxide	Annual Avg.	••	(0.05 ppm) 100 ug/m ³	Same as Primary Standards
	1 hour	0.25 ppm (470 ug/m ³)		
Sulfur Dioxide	Annual Avg.	••	80 ug/m ³ (0.03 ppm ₂)	
	24 hour	$0.05 \text{ ppm} (131 \text{ ug/m}^3)^{3,6}$	365 ug/m ³ (0.14 ppm)	
	3 hour			1300 ug/m ³ (0.5 ppm)
	1 hour	0.25 ppm (655 ug/m ³) ⁸		(0.5 ppm)
Particulate Matter Less	Annual Geometric	30 ug/m ³		**
Than 10 Microns	Mean 24 hour	50 ug/m^3	150 ug/m^3	Same
	Annual Arithmetic Mean	<u></u>	50 ug/m ³	as Primary Standards
Sulfates	24 hour	25 ug/m^3	**	40
Lead	30 day Average	1.5 ug/m^3		ob ma
	Calendar Quarter	_	1.5 mg/m^3	Same as Primary Standard

		California Standards ¹	National	Standards ²
Pollutant	Averaging Time	Concentration ³	Primary ^{3,4}	Secondary ^{3,5}
Hydrogen Sulfide	1 hour	0.03 ppm (42 ug/m ³)		
Ethylene	8 hour 1 hour	0.1 ppm 0.5 ppm		
Visibility Reducing	1 observation	Insufficient amount to reduce the prevailing visibility to less than 10 miles when the relative humidity is <70%		

Notes for Table 7.1-1.

- 1. California standards, with the exception of ozone, are values that are not to be equaled or exceeded.
- 2. National standards, other than those based on annual averages or annual geometric means, are not to be exceeded more than once per year.
- 3. Concentrations expressed first in units in which the regulations were promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of Hg (1113.2 millibars); parts per million (ppm) in this table refers to ppm by volume.
- 4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health. Each state must attain the primary standards no later than three years after that state's implementation plan is approved by the Environmental Protection Agency (EPA).
- 5. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a "reasonable time" after its implementation plan is approved by the EPA.
- 6. At locations where the state standards for oxidant and/or suspended particulate matter are violated. National standards apply elsewhere.
- 7. Prevailing visibility is defined as the greatest visibility which is attained or surpassed around at least half of the horizon circle, but not necessarily in continuous sectors.
- 8. The 1 hour SO₂ standard was revised from 1310 ug/m³ to 655 ug/m³ on November 18, 1983.
- 9. As of July 1987, the NAAQS for TSP were replaced by standards for particulate matter smaller than 10 microns in diameter (PM₁₀).







A residential project will normally have a significant adverse air quality impact if the estimated population expected to result from the project, or the cumulative population resulting from the project in addition to the additional population from other approved projects, and reasonably foreseeable future projects, would cause the jurisdiction's population projections to be exceeded by a significant amount, or for an indefinite period of time. Inconsistent projects are usually those which case the existing population to exceed the population forecasts contained in the most recently adopted AQMP beyond 1995.

The most recent countywide population and dwelling unit forecasts, adopted by the Board of Supervisors on May 7, 1985, were incorporated into the 1987 AQMP. These forecasts, which were adopted in five year increments from 1985 through 2010, provide a framework for all countywide planning programs. The forecasts are planned growth targets in the sense that City planning agencies provided the County with their expected rates of population growth during the forecast development process. The 1985 forecast is essentially an existing trends forecast, and is a continuation of both existing building completion rates and previous forecasts. The City has established an allocation system for managing future growth in the residential sector that effectively implements the long term intents of the Air Quality Management Plan.

Compliance with the Federal Clean Air Act

In accord with the Federal Clean Air Act, as with all non-attainment areas, Ventura County was required to attain the national ozone standard by December 1987 to avoid Federal sanctions for violation. Since attainment appeared unlikely, in 1984 the APCD agreed to participate in EPA's Reasonable Extra Efforts Program (REEP) as part of the District's commitment to do everything technically feasible and economically reasonable to reduce emissions and improve air quality in Ventura County. District programs were improved to reflect EPA recommendations resulting from the program. Several areas, including Ventura County, did not attain the ozone standard by the 1987 deadline.

However, sanctions were not imposed because the deadline was extended to August 31, 1988 while members of Congress and the EPA formulated varying policy packages regarding post-1987 guidelines for attainment of the Federal ozone standard. As possible amendments to the Clean Air Act, these policy packages generally require attainment of the standard by a specific date, and emission reductions by about 3 percent per year based on the implementation of different control measures. A policy package was not adopted by August 31, 1988.

The EPA recently rejected the 1982 County AQMP because it was unable to demonstrate the ability to reach attainment in the foreseeable future. The EPA imposed a major source construction ban that became effective October 1988. This ban would preclude from locating in the County any large new emission sources or major modifications to existing emission sources on the scale of a refinery or other large facility (City of Ventura Comprehensive Plan Update EIR, 1989). In a letter to the County APCD dated September 15, 1987, the EPA stated that more aggressive binding commitments must be shown by all local jurisdictions in the County to implement transportation control measures with specific adoption schedules before the EPA can conclude that all "reasonable efforts" are being made to avoid Federal funding sanctions.

The 1987 AQMP may not be able to comply with the attainment schedule eventually adopted in Congress as an amendment to the Federal Clean Air Act, depending on the available control strategies. If the attainment schedule cannot be met, Ventura County may be faced with Federal funding sanctions, such as the withholding of Federal highway and sewage treatment plant funds. These funding suspensions could create adverse economic consequences for the Redevelopment Agency.

Compliance with the California Clean Air Act

On January 1, 1989, the California Clean Air Act (AB2595) became effective. This State legislation imposes many new requirements on areas of California (including Ventura County) that do not meet State and Federal clean air standards. Pending review by the State Air Resources Board (ARB) by 9/30/89, Ventura County is likely to be classified as a severe non-attainment area, because the 1987 AQMP is not able to specify an attainment date for meeting the State or Federal standards as discussed above. As a severe non-attainment area, Ventura County would be required to implement several measures necessary to reach attainment, including among others, Transportation Demand Management Programs (TRIM Plans) to achieve an average commute ridership of 1.5 by 1999, and no net increase in vehicle emissions after 1997. The role of the APCD and the State ARB in achieving attainment of the standards is outlined in the Act, which also outlines the progress schedule that must be included in district plans for attainment (these are due to the ARB 12/31/90). If a plan cannot show attainment and the ARB agrees, the ARB will determine whether the plan contains all feasible measures to ensure progress toward attainment. The ARB can return deficient plans for revision and resubmittal. If conflicts cannot be resolved, the ARB has authority to revise the plan as necessary. The City has begun requiring TRIM plans of all relevant projects proposed in the City to further compliance with the Clean Air Act.

Impact Assessment Guidelines and Thresholds

The 1988 AQMP indicates that the ozone standard will not be attained any time in this century in the Oxnard Plain Airshed given current emission controls and controls scheduled for adoption. Based on this finding, a determination of consistency with the AQMP no longer provides an acceptable method for determining the air quality impact of an individual project. Thus, in response to California Environmental Quality Act (CEQA) Guidelines and conditions of approval for the 1988 AQMP required by the Air Resources Board, the APCD has revised local guidelines for preparing air quality impact analyses. These revised Guidelines were adopted by the Ventura County Board of Supervisors in October, 1989. The proposed project was studied pursuant to both Ventura County and CEQA guidelines to determine if the project would have either short or long term effects on the ambient air quality of the area.

State CEQA Guidelines state that a project will have a significant effect on the environment if it will violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. Recently revised and adopted Ventura County impact assessment guidelines recommend that a determination of significant project specific and cumulative effects should be made in cases where sensitive receptors are exposed to substantial pollutant concentrations. Explicit criteria for determining if a project exceeds an air quality threshold are provided in the Ventura County Air Quality Impact Analyses Guidelines (October 1989). A project exceeds County thresholds if any of the following conditions are met:

1a. Any general development project located in the Ojai Valley Clean Air Ordinance area and Ventura 1 Nongrowth area capable of daily emissions of:

Reactive Organic Compounds: 5 pounds
Nitrogen Oxides: 5 pounds

1b. Any general development project located in the remainder of the ozone nonattainment area of the County capable of daily emission of:

Reactive Organic Compounds: 25 pounds Nitrogen Oxides: 25 pounds

These are thresholds for projects that the Ventura County Air Pollution Control Board has determined will individually and cumulatively jeopardize attainment of the ozone standard and thus have a significant adverse impact on air quality in the County.

- 2. A project which may cause an exceedance of any ambient air quality standard (State or Federal), or makes a substantial contribution to an existing exceedance of an air quality standard. Substantial is defined as making measurably worse an existing exceedance of a State or Federal ambient air quality standard.
- 3. Any project with emissions greater than two pounds per day of ROC, or two pounds per day of NOx, that are found to be inconsistent with the Ventura County Air Quality Management Plan (AQMP) will have a significant cumulative adverse air quality impact. Projects with emissions below two pounds per day of ROC, and two pounds per day of NOx, are not required to assess consistency with the AOMP.

Inconsistent projects are usually those which cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP beyond 1995. Specific procedures for determining project consistency with the AQMP are provided in Chapter 3. These procedures should be followed before making a final consistency determination for a project.

4. Any General Plan Amendment or revision which would provide directly or indirectly for increased population growth above that forecasted in the most recently adopted AQMP will have a significant cumulative adverse air quality impact.

The relevant thresholds for the Redevelopment Project are highlighted in bold print.

IMPACTS

The proposed project would result in both short-term construction impacts during the project development phase and long-term impacts related to increased vehicle trips during the operational phase (occupation of residences constructed as a result of Redevelopment Plan Amendment approval). Short-term construction impacts would primarily result from fugitive dust generated by the project grading program to create building pads and other civil improvements, and from exhaust emissions associated with heavy-duty construction equipment. Long term effects would result from automobile use by residents of new residential units enabled by the Redevelopment Plan Amendment. The following analysis presents both a probable and a worst case scenario (as required by CEQA).

Approval of the proposed project would result in an amendment to the existing Redevelopment plan and ultimately to zoning designations on parcels included in the study area. Actual buildout of the new residential units would most likely occur over a period of ten to fifteen years. Nonetheless, CEQA Section 21090 directs that "all public and private activities or undertakings pursuant to or in furtherance of a redevelopment plan shall be deemed a single project". Therefore, even though the Redevelopment Plan realistically would be implemented over a number of years, CEQA requires that all consequences on air quality be assessed as a single project. Absent some designated phasing program in the project description, the air quality impacts are computed on the assumption that all effects would be experienced in a single year. Given the scale of the project, CEQA Section 21090 requires the finding that the undertaking would have an unmitigable impact on air quality. Therefore, approval of the Plan Amendment would require a Statement of

Overriding Considerations. Because the anticipated emissions from the project exceed County thresholds, all future developments - even small scale projects that would normally not exceed air quality thresholds - will need to incorporate air quality mitigation measures including the payment of fees mandated in the 1989 APCD guidelines.

Project Specific Impacts

Short Term Construction Effects

Dust, Particulates, and Asbestos Releases

Construction of individual projects developed under the proposed Redevelopment plan would generate particulate emissions during clearing and grading activities, including the operation of trucks and equipment. The level of particulate generation depends on soil moisture, wind speed, activity level, and silt content of the soil. Particulate generation typically occurs at a rate of 1.2 tons per acre per month of construction activity (U.S. EPA, 1985). Construction operations for some of the major redevelopment projects would have the potential to result in concentrations of particulates that exceed the national ambient air quality standards on a short-term basis which is considered a potentially significant impact. The dust generated by such activities may also pose adverse impacts to those living and working near the construction sites.

Demolition activities prior to construction could potentially result in the release of asbestos into the atmosphere. Potential asbestos contamination should be considered in conditioning any project that would involve demolition of structures constructed using this material. An inventory of any building slated for demolition should be required prior to approval of a demolition permit. If asbestos is present, an abatement program should be required which complies with both City and State regulations governing this hazardous material. Proposed languages has been included in the revised text of the Plan to provide for asbestos abatement.

Combustion Emissions From Construction Vehicles

In addition to particulate generation, construction equipment used for clearing and grading of individual development sites would produce combustion emissions (hydrocarbons and nitrogen oxides) on a short term basis. Construction emissions need not be estimated for individual future development projects to comply with the revised guidelines. Although the magnitude of construction equipment emissions would be highly variable depending on the quantity and type of equipment used, the resulting emissions, even for small developments, would contribute to short-term increases in the ambient ozone levels, and thus, short-term potentially significant impacts on air quality. These impacts are exempt from the computation of threshold exceedence in the recently revised air quality guidelines. The Guidelines provide the following direction concerning the evaluation of construction emissions:

"Construction related emissions of ROC and NOx are not counted towards the two significance thresholds since these emissions are only temporary. However, if estimates of ROC and NOx emissions from the heavy-duty construction equipment anticipated to be used for a particular project exceed 5 pounds per day in the Ojai Valley Clean Air Ordinance (CAO) area and Ventura 1 Nongrowth area, or 25 pounds per day in the remainder of the ozone non-attainment area of the County, appropriate mitigation measures to reduce such emissions should be identified."

Therefore, in the case of the Redevelopment project, construction emissions would <u>not</u> be included in the determination of impact <u>but</u> mitigation measures would still be required because even relatively small construction programs would typically exceed the daily threshold value.

Even though the total project increases of short term construction combustion emissions and dust and particulate generation may result in air quality impacts, the <u>incremental</u> emissions from individual construction projects do not have to be calculated. Specific development proposals that will be submitted to the City for approval under the proposed Redevelopment Plan need not be reviewed in the future for construction effects as long as construction related mitigation measures and City Grading Ordinance 1465 measures are imposed as individual projects as conditions of approval.

Long-Term Emissions

Two methodologies were used to calculate the long term air quality impacts of the Plan Amendment; a worst case scenario (Scenario 1) was conceived which examined potential full buildout under the proposed plan and a second scenario (Scenario 2) which was based on buildout given the realistic traffic capacities of the road network analyzed in the traffic section of the EIR/EIS. By presenting two scenarios, the range of air quality impacts which may occur as a result of the proposed amendment can be defined. The consultant believes that Scenario 2 is more representative of the actual long term emissions because it takes into account other critical environmental issues which have a bearing on the ultimate scope of the project.

For both scenarios, the methodologies in the recently revised 1989 Ventura County APCD guidelines for long term air quality impact analysis were used. For the Scenario 2 analysis, the consulting traffic engineers trip generation calculations were analyzed using standard factors presented in the Appendix to the County Guidelines.

The primary additional vehicle trips associated with the Redevelopment project would result from the generation of new automobile emissions in the community airshed associated with increased permitted residential density. The effect of these new vehicle trips on the local airshed were projected for Scenario 1 using standard Ventura County APCD methodologies contained in the <u>Guidelines for Preparation of Air Quality Analysis</u>, October, 1989.

The air quality impacts presented under Scenario 1 are considered worst case because limitations such as the capacity of the circulation system which would normally limit the maximum buildout under the proposed Plan are not considered. Under this scenario, the assumption was made that the Redevelopment area could be built out to the maximum densities allowed by the proposed plan. This would result in <u>net</u> increases of 736 residential units and 76,967 square feet of commercial and retail space. Residential maximums were computed by subtracting the number of existing residences in the Plan Boundary from the proposed 1000 unit maximum.

Most emissions associated with residential development are indirect emissions resulting from vehicular use. The County APCD uses an average pollutant generation factor per household factor to determine the expected increase in emissions to be generated from residential development. These emissions are due primarily to an increase of on-road motor vehicles but also include emissions from service-related industries, such as dry cleaners and service stations. Future emissions are expected to decrease as the number of catalytically controlled engines in the California vehicle fleet increase and as adopted control measures are implemented. Other emissions associated with residential land uses are space and water heating, aerosol propellants and solvents used in cleaning and house improvement, insecticides, and lawn and garden equipment.

Emissions from commercial and office development also primarily result from motor vehicles. Therefore, the methodology for determining emissions from these uses are based on the number of vehicle trips projected to be generated by a particular type of facility.

Scenario 1

Using the emission factors for residential projects provided in Appendix B of the revised Guidelines, a total of 736 new residential units would generate 94.2 pounds per day of Reactive Organic Compounds (ROC) and 105.9 pounds per day of Nitrogen Oxides (NOx). Commercial developments would generate a total of 110.9 (ROC) and 178.6 (NOx) pounds per day. Summing these factors, under worst case conditions, ROC generation would be 205 pounds per hour and 284.5 pounds for NOx. This level of pollutant generation exceeds the 25 pound per hour threshold. The results of these computations are summarized in Table 7.1-2: Long Term Emissions Resulting from the Redevelopment Plan.

Scenario 2

The more realistic air quality effects are illustrated in Table 7.1-2 as Scenario 2. Under this scenario, impacts are anticipated to be 53.4 and 60.1 pounds per day of ROC and NOx respectively. Summing these factors with proposed non-residential projects, the anticipated impacts to the air shed would be 164 and 238.7 pounds for ROC and NOx. This level of development would also exceed thresholds.

Therefore, under both a realistic and worst case scenario, both the residential and commercial components of the project would result in a significant, unavoidable air quality impact. The new emissions to be generated by the project can at least partially be offset by APCD recommended mitigation measures. However, even with mitigation efforts, including payment of mitigation fees, the project's incremental contribution to a decline in the quality of air in the community would be significant.

Consistency with the Air Quality Management Plan

The Ventura County Air Pollution Control District adopted an Air Quality Management Plan in 1988 in an effort to meet requirements of the Federal Clean Air Act. CEQA requires that project consistency with such regional plans be addressed. For residential development, consistency is determined by comparing project population within a specific airshed with population forecasts included in the AQMP and current population estimates (Table ix-1 of the Ventura County AQMP 1988). If the actual population for the current year (population estimate) does not exceed the population forecast for the current year, the project is determined to be consistent.

TABLE 7.1-2 Long Term Emissions Resulting From the Redevelopment Plan

Total Residential Units	Emission Factors ROC NOx		Total Emissions in Pounds Per Day ROC NO		
Scenario 1					
736	.128	.144	94.2	105.9	
Scenario 2					
417	.128	.144	53.4	60.1	
Non-Residential Square Footage					
76,967	1.441	2.319	110.9	178.6	

Because the proposed Redevelopment project area crosses both growth area boundary lines and airshed boundary lines, it was recommended by County APCD staff that the project be evaluated on a City wide basis rather than on a growth area basis (Thomas, 8/89). This methodology has been used in the past for projects which cross growth area boundaries.

The proposed project is unique because it not only crosses growth area boundaries but also airshed boundaries (the Ojai and Oxnard Plain airsheds) which have different methods for determining plan consistency and impact classifications.

For example, a project that is determined to be inconsistent with AQMP population forecasts in the Ojai Valley airshed is considered to have a significant impact on air quality. Projects located in the Oxnard Plain airshed that are found to exceed AQMP population forecasts are reported as inconsistent and no impact determination is made with regard to the Oxnard Plain airshed. This consistency/inconsistency determination is put forth for informational purposes only and does not constitute an impact determination per CEQA Guidelines (Thomas, 1989).

The Comprehensive Plan contains the framework for policies designed to achieve consistency with AQMP population projections by the year 1995. The City's AQMP and proposed RGMP would assure consistency with the AQMP. Pertinent RGMP and Comprehensive Plan sections are incorporated by reference. These documents should be reviewed to determine how the City's residential growth allocation system operates.

Carbon Monoxide Screening Analysis

The revised Guidelines recommend a screening analysis for carbon monoxide effects in cases where a project exceeds the 25 pound per day thresholds and where the project will contribute to existing capacity constraints at major intersections. The two locations where the project satisfies these conditions are at the two major intersections of the California Street and Seaward Avenue Highway 101 on and off ramps. Based

on the consultants experience with similar intersections and traffic volumes, the addition of project generated traffic would not, of itself, cause an exceedence of either the 8 or 24 hour CO standard. Moreover, because mitigation measures are available for both interchange intersections (which have a high degree of probability of being implemented before the year 2000) which would resolve CO problems at these locations, a detailed CO analysis was not performed. By contributing to the resolution of traffic problems at constrained intersections through contributions to the Traffic Mitigation Fee program, the project would offset any contribution to existing CO problems at area intersections.

Toxic Pollutants and Odors

The intent of the Plan Amendment is to gradually remove toxic hazards and petroleum related industries from the Redevelopment Plan Boundary over the next decade. Moreover, the Agency is actively pursuing gasoline and oil product contaminated soil removal throughout its jurisdiction. The proposed project would decrease toxic pollutant concentrations and associated odors and change land uses to remove operations with hazardous materials from the downtown core. This is one of the stated intents of the revised plan.

Cumulative Project Impacts

Increased area-wide emissions resulting from traffic generated by the proposed project plus all other proposed projects in the County could affect sensitive receptors and healthy individuals in the Oxnard Plain airshed. Photochemical oxidants, or ozone, would increase from the combination of reactive hydrocarbons and nitrogen oxides emitted by vehicles resulting from these proposed projects. Because ozone is currently in non-attainment status within this airshed, any significant project specific addition of precursors to ozone should also be considered a significant cumulative impact. These cumulative oxidant emissions could be detrimental to persons with respiratory ailments and could reduce pulmonary function, irritate eyes and decrease lung elasticity in healthy individuals. The effectiveness and feasibility of mitigation measures to limit vehicle miles traveled and reduce associated RHC and NOx (ozone precursor) emissions resulting from cumulative buildout is speculative.

The volume of long term operational pollutants generated by the proposed project were already judged to be significant for Scenario 1 and insignificant under Scenario 2. Because the Ventura County APCD uses the same long term operational thresholds to evaluate project specific and cumulative air quality impacts, by definition the proposed project would have a significant cumulative impact on the degradation of the airshed under both Scenario 1 and Scenario 2. Because project specific effects are significant and unavoidable, cumulative effects are, by definition, also unavoidable.

MITIGATION MEASURES

The mitigation of air quality effects should be guided by proposed measures included in the County AQMP and 1989 Guidelines for air quality impact analysis. CEQA Section 21090 mandates that all components of the Amended Plan be considered as a single project and therefore, impacts were determined to be significant and unavoidable. To mitigate these impacts to the extent feasible, the following measures are recommended.

Project Specific

Short-Term Construction Effects

All development proposals submitted within the Redevelopment Project area boundary shall comply with City Grading Ordinance 1465 conditions to reduce short term air quality impacts. In addition, to minimize potential construction related impacts of the project, the following mitigation measures are recommended by the consultant:

(1) All active portions of a construction site shall be watered to prevent excessive dust generation.

- (2) The applicant shall assure that contractors properly maintain and operate construction equipment and use direct injection diesel engines if feasible.
- (3) The Redevelopment Agency shall require an asbestos evaluation and, if necessary, an abatement plan prior to approving the demolition of structures within the Plan boundary.

Long Term Effects

Mitigation of long term emissions associated with <u>Residential</u> projects are generally not effective. <u>Commercial</u> project mitigations are generally effective. Two measures are proposed (recommended in the revised Guidelines):

- (1) Commercial projects shall be required to contribute to off-site Air Quality Mitigation Fees; and
- (2) The Redevelopment Agency should, in accord with City Ordinances, require Transportation Improvement Plans (TRIM) of all non-residential developments proposed within the Plan Boundary.

Determination of Off-Site Mitigation Fees for Residential Commercial and Retail Projects

In accord with revised APCD Guidelines, each development approved within the Plan Boundary would be required to contribute to an Off-Site Air Quality Mitigation Fee Program to reduce air quality impacts. The County's 1989 Air Quality Impact Guidelines contain directions for computing the off-site mitigation fees for air quality impact reduction. All projects in the Plan area, regardless of size, will be responsible for payment of fees. Fees should be computed on a case by case basis. Net increases in square footage (or number of residences) should be used for the assessment.

Recommended Modifications to the Redevelopment Plan Text to Implement Identified Mitigation Measures

The Redevelopment Plan text shall be amended to add the following text to G.

- "G. Section 516 Demolition....and Site Preparation
- 4. Section 519(B) Compliance with Air Quality Improvement Measures.

All construction and demolition shall be performed in accord with Ventura County APCD dust control and particulate suppression requirements and the City's Grading Ordinance. All applications for development shall be conditioned to comply with measures to reduce short term air quality effects. Construction and demolition activities shall be planned to minimize disruptions to residential areas. TRIM plans shall be required of all relevant commercial projects."

Two new sections shall be added to the Redevelopment Plan which state:

All development within the Plan Boundary shall be subject to payment of air quality mitigation fees outlined in the 1989 County APCD Impact Assessment Guidelines. Impact fees shall be computed based on the net change in square footage associated with individual, parcel specific undertakings. The fee shall be reduced in accord with permitted credits included in the 1989 Guidelines. Other mitigation measures referred to in the Guidelines shall be considered for implementation on a case by case basis.

Prior to the demolition of any structure, an asbestos evaluation and abatement program shall be required that complies with all applicable State and County guidelines regarding the disposal of this hazardous material.

Residual Effects: Short term construction generated particulate and PM¹⁰ emissions are probably significant and unavoidable. Long term effects on the airshed would *also* be unavoidable.

7.2 NOISE

EXISTING CONDITIONS

The City of San Buenaventura Comprehensive Plan Noise Element contains guidelines and policies similar to comprehensive noise management strategies adopted by jurisdictions throughout the State of California. Most noise protection guidelines are designed to protect the community from unwanted or annoying sound that is capable of adversely effecting peoples' perception or enjoyment of the environment. Criteria have been established to help protect noise sensitive aspects of public health and safety and to prevent unwanted or impairing noise sources. These criteria are based on the physical impacts of noise such as hearing loss, speech interference, sleep interference, physiological stress and annoyance.

Noise is generally defined as unwanted or objectionable sound. Primary sources of intrusive sound within the Redevelopment Plan area result from vehicle travel along local roads and highways, construction activities and industrial operations. The duration that noise is experienced and the time of day or night when noise occurs are important values useful for determining the impact of noise on sensitive land uses. Because noise is more disturbing at night than during the day, statistics used to describe noise levels have been developed to account for the varying duration of sound over time. The Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (DNL or Ldn) are the relevant statistics used to summarize noise impacts on residential land uses. The two statistics used to summarize a potential noise impact are the Ldn (Day-Night average level) and CNEL (Community Noise Equivalent Level); both are time-weighted average values. Both measures are based on the equivalent sound level (Leq) which is a calibrated sound energy level generated over a specified time period. Appropriately weighted hourly Leqs are combined for a 24-hour period to produce an Ldn or CNEL. Measurements of sound, expressed in decibels (db) are also often used to describe and measure noise effects.

The State Office of Noise Control has issued land use compatibility guidelines for noise thresholds in residential areas and the County's General Plan Noise Element policies and guidelines have been prepared to correspond to these guidelines. The County has described other residential noise standards in the Noise Chapter of Hazards Appendix that pertain to detached single-family dwellings. Most of these standards recommend that interior noise levels should not exceed 45 dBA in any habitable room and that external areas used for recreation should not exceed 65 dBA. The General Noise policies element has codified interior and exterior noise standards. The purpose of these land use compatibility guidelines and standards is to reduce the various potential effects of noise on people including sleep disturbance, reduced physical and mental performance, annoyance and interference with speech communication.

The Comprehensive Plan defines the most noise sensitive land uses in the City as residential, educational and health-related facilities. Residences are considered especially noise sensitive because considerable time is spent by individuals at home, significant activities occur outdoors, and sleep disturbance is most likely to occur in a residential area. The City has certain industrial research institutions and churches that are also considered noise sensitive.

The Comprehensive Plan Noise Element has established policies for evaluating the compatibility of various types of development with noise levels. The purpose of these policies is to reduce the adverse effects of noise on the community. The maximum noise levels compatible with sensitive uses recommended in the City's Comprehensive Plan range from an Ldn of 40 for interior noise sensitive uses to 65 Ldn for exterior levels in residential areas.

Following the recommendations contained in the City's Noise Element, the City Council of the City of San Buenaventura adopted ordinance 87-19 establishing noise control regulations. The ordinance states that it shall be the policy of the City to maintain and preserve the quiet atmosphere of the City. This ordinance sets exterior noise limits for receiving properties within designated noise zones. The four noise zone are: (I)

noise sensitive properties, (II) residential properties, (III) commercial properties, (IV) industrial and agricultural properties. Noise sensitive properties are defined as schools, hospitals, convalescent care, boarding and rest homes.

Noise Exposure Criteria

Conventional noise exposure criteria are based on summary measures of the acoustical environment and evaluations of the compatibility of noise levels with the workplace. The workplace criteria are controlled by applicable Federal and State Codes. For the purposes of this EIR, noise thresholds adopted by the U.S. Department of Housing and Urban Development (24 CFR Part 51) are used to assess the significance of the project's impacts. In addition, the EPA (Environmental Protection Agency) has established noise exposure goals that are designed to prevent hearing damage and provide a reliable setting for effective speech communication and low annoyance potential. These standards are cited in the County's Noise Element (pgs. 92-93) as suitable significance thresholds for impact evaluation. The applicable thresholds are summarized in Table 7.2-1, Noise Criteria.

Significance Thresholds

Federal, State, and local agencies have adopted guidelines, policies, and standards regarding acceptable and unacceptable levels of noise for various land uses. The primary applicable standards for residential uses are an exterior Ldn of 65 dBA and an interior level of 45 dBA. HUD standards are far less restrictive than the locally adopted Ordinance values and EPA standards fall between local and HUD values. The exterior standard pertains to single-family detached dwellings and is also the standard used by the Federal Department of Housing and Urban Development (24 CFR Part 51) for all residential uses. The interior standard is set by the California Noise Insulation Standards for all multi-family dwelling units. Both interior and exterior standards apply to habitable areas (living rooms, bedrooms, patios, gardens, etc., but not bathrooms, steep backyard slopes, or similar areas).

The City's Comprehensive Plan Noise Element specifies procedures and measures for the evaluation of noise effects. The Element states:

"For planning and zoning, characterizing sound levels in terms of overall A-weighted time-averaged levels is appropriate. Measurements should be taken using an integrating sound level meter, capable of true linear averaging over periods of not less than 15 minutes, and preferably for periods of one hour.

For situations where both daytime and nighttime exposures are important and sleep interference or other residential impacts is a consideration, CNEL is an appropriate descriptor. This can be calculated from hourly time-averaged levels using the 5 dB evening and 10 dB nighttime weighting factors, adding the levels using the decibel addition technique discussed above, and then subtracting 13.8 dB (the equivalent of dividing by 24 hours to take the average)."

Therefore, potential project specific and cumulative effects were predicted using CNEL Contours.

Noise Sources and Attenuation

Noise levels diminish as distance from the source increases; this noise reduction is called <u>attenuation</u>. Sound attenuates from a point noise source, such as an industrial facility, at a rate of 6 dB per doubling of distance. Heavily traveled roads with few gaps in traffic behave as a continuous line source with an attenuation rate of 3 dB per doubling of distance. However, most traffic conditions for local roads have noticeable gaps between vehicles and the attenuation rate is generally estimated 4.5 dB per doubling of distance. The offset elevation of Highway 101 along the southern perimeter of the Redevelopment Plan boundary results in additional attenuation and refraction of sound.

TABLE 7.2-1 Noise Criteria

HUD CRITERIA

L _{dn}	Classification
65 or below	Acceptable - no special requirements
65 - 75	Normally Unacceptable - special approvals, environmental review and 5-10 dB additional attenuation required
Above 75	Unacceptable - special approvals, environmental reviews and individually approved attenuation required

EPA CRITERIA

Effect	Level (dB(A))	Area
Hearing Loss	$L_{\rm eq24H} < 70$	All areas
Outdoor Living	L _{dn} < 55	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	$L_{\rm eq24H} < 55$	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor Living	$L_{eq24H} < 45$	Indoor residential areas
	$L_{eq24H} < 55$	Other indoor areas with human activities such as schools.

CNEL Planning Guidelines and Significance Thresholds

The duration of noise and the time period during which it occurs are important values in determining the impact of noise on sensitive land uses. Noise is more disturbing at night than during the day and noise indices have been developed to account for the varying duration of noise events over time as well as community responses to various noise sources. The Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (DNL or Ldn) are such indices. They are time-weighted average values based on the equivalent sound level (Leq), which is a constant sound level that is equivalent to the same amount of acoustic energy as the actual time varying sound over a particular time period.

The State Office of Noise Control has issued land use compatibility guidelines and the City's Noise Element policies and guidelines have been prepared to correspond to these recommendation. In addition, the U.S. Department of Housing and Urban Development has set an exterior noise standard of 65 dBA Ldn and an interior standard of 45 dBA Ldn for residential land uses. The City also has adopted residential noise standards that pertain to detached single-family dwellings. These standards require that interior noise levels should not exceed a CNEL of 45 dBA in any habitable room and that external areas used for recreation should not exceed a CNEL of 65 dBA. The purpose of these land use compatibility guidelines and standards is to reduce the various potential effects of noise on people including sleep disturbance, reduced physical and mental performance, annoyance and interference with speech communication.

The City has mapped noise exposure contours based on the CNEL methodology and the Federal Highway Traffic Noise Prediction Model (FHWA-RD-77-108, 1978) for existing major noise sources including freeways, primary arterial highways, and railroads. These contours do not account for noise barriers and use a 4.5 dB per doubling of distance attenuation rate. This rate was used for all roads except where the freeway is elevated above the adjacent terrain. In these areas, an attenuation rate of 3 dB per doubling of distance was used and a 5 dB barrier reduction due to rows of buildings blocking the sight line to the freeway was included in the calculations (City of Ventura, December 1987). These noise contours are conservative in that the predicted noise levels are generally higher than that which would be actually experienced at locations distant (more than 200 feet) from the noise source since those locations would experience more noise barrier effects. The existing noise contour map indicates that freeway noise, particularly from elevated section of Highway 101 are the primary noise sources throughout the Downtown Redevelopment area.

Federal, State, and local agencies have adopted guidelines, policies, and standards regarding acceptable and unacceptable levels of noise for various land uses. A thorough discussion of these criteria is contained in the City's recently adopted Noise Element Technical Appendix (August 1989). The primary general standards for residential uses are an exterior Ldn or CNEL of 65 dBA and an interior level of 45 dBA. The exterior standard is that contained in the City Ordinance Code Section 3503 and pertains to single-family detached dwellings and is also the standard used by the Federal Department of Housing and Urban Development (24 CFR Part 51) for all residential uses. The interior standard is set by the City for single-family detached dwelling units and by the California Noise Insulation Standards for all multi-family dwelling units. Both interior and exterior standards apply to habitable areas (living rooms, bedrooms, patios, gardens, etc., but not bathrooms, steep backyard slopes, or similar areas).

Stationary Noise Sources

Stationary sources of noise are generally associated with major industrial areas and specific businesses (such as automobile repair). Although the Redevelopment area has a moderate amount of industrial source noise, the proposed Plan has been revised to minimize and eliminate such sources. Most of the noise complaints received by the City in 1986 originated in residential areas, were concentrated during the summer months, and involved loud parties, stereo systems, and similar disturbances (Noise Element Technical Appendix, August 1989). Other complaints involved noise from back-mounted air blowers in commercial areas during early morning hours and jacuzzi equipment being operated during evening and nighttime hours. Another source of occasional noise complaints is the County Fairgrounds in the Downtown community due to special events such as concerts, rodeos, and vehicle racing events.

Ambient noise monitoring conducted for the Noise Element indicated that the majority of the areas within the City fell into one of two categories, moderate noise environment affected by traffic on local streets, or moderate noise environment affected by traffic on major streets and freeways. The noisiest sites during the day were located near the freeways in commercial/industrial areas, as would be expected. Nighttime measurements indicated that noise levels drop significantly in these noisier areas due to the decrease in activity at those locations. Figure 7.2-1, CNEL Contours: Existing Conditions, displays the present configuration and distribution of CNEL noise contours in the Redevelopment Plan area (source: Comprehensive Plan Update EIR, 1989).

IMPACTS

The impacts associated with build-out under the proposed Amendments to the Plan can only be described at this time in general terms. Noise analysis, more than most other areas of impact assessment, requires detailed site plans, knowledge of building density, building orientation, placement of public spaces, and definition of the relationships between building facades and major traffic corridors. None of this type of information is available at this time. However, some general statements about anticipated impacts can be made even with the remedial level of information available. To predict impacts associated with increased Highway and surface street traffic associated with increased populations, a second set of CNEL predictions was generated. Impacts were predicted based on these "full buildout" values as shown in Figure 7.2-2, Existing Conditions Plus Pending Projects.

Impacts Associated with Development of E, L, M, and N

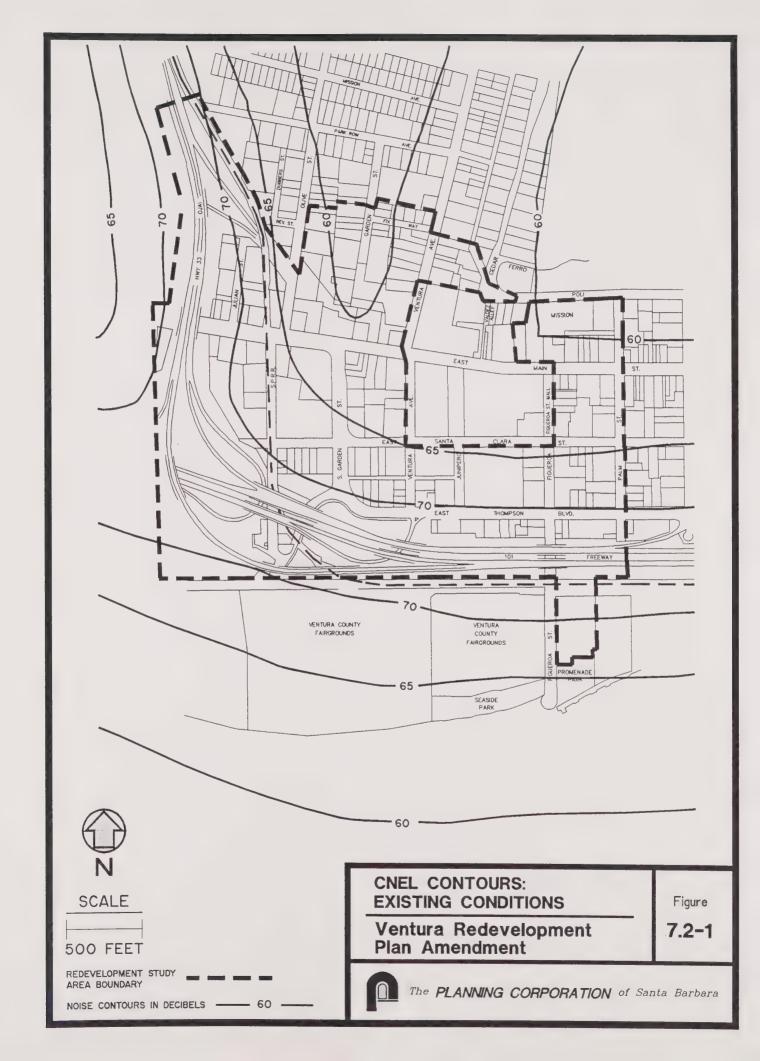
The recently completed Comprehensive Plan Update EIR (certified in 1989) contains CNEL contour maps which provide relatively accurate predictions about the noise levels to be experienced in the proposed Phase II project area. The increased traffic associated with buildout of Phase I and cumulative project developments will alter the CNEL corridors parallel to Highway 101. By inspection and comparison of Figures 7.2-1 and 7.2-2, it is clear that cumulative traffic volumes will impact residences constructed in the proposed mixed-use arrangement planned for this area. By orienting residential buildings and exterior open space towards the north, the impacts of noise on residences planned in this area can be partially mitigated.

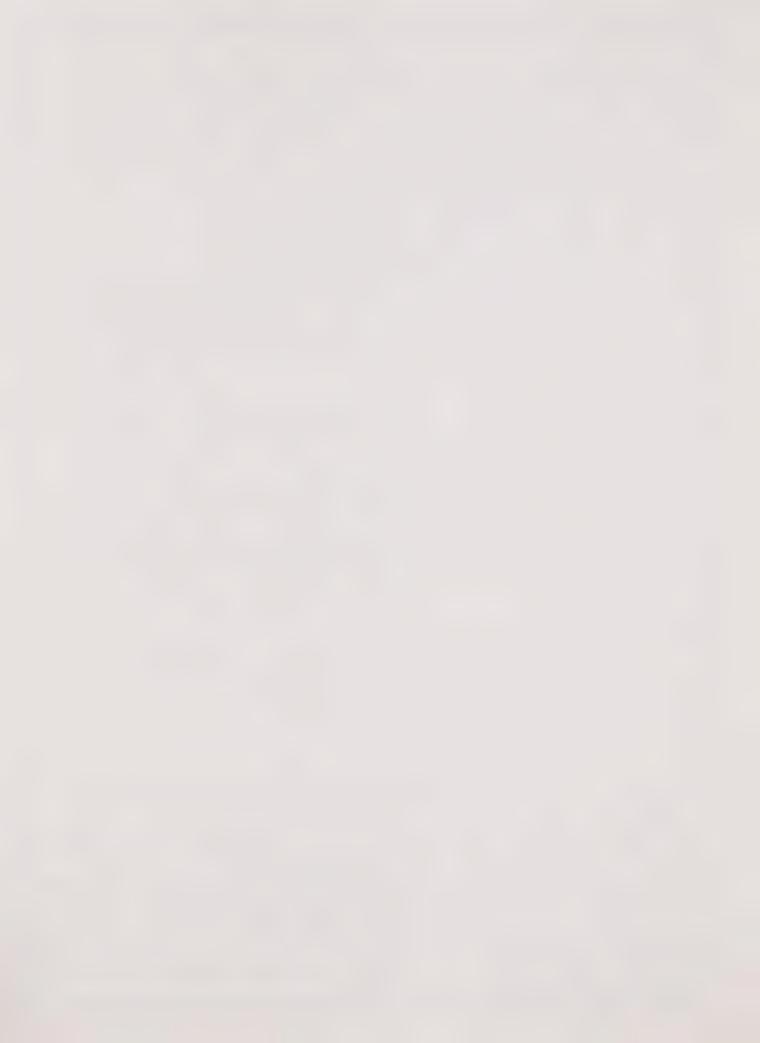
Depending on the height of the residential structures planned for Phase II, construction of a sound wall along the south side of the highway may at least partially reduce the noise impacts that would be experienced in the Phase II area. Any sound walls contemplated should be planned carefully to minimize view corridor effects.

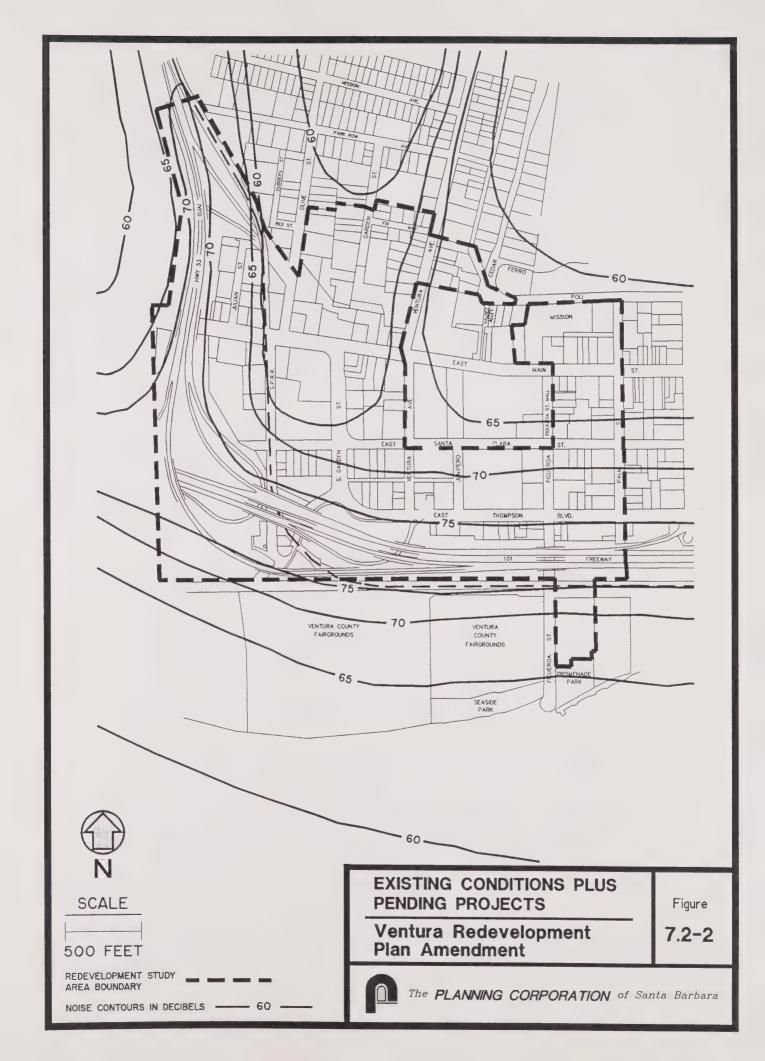
To reduce impacts, the following design recommendations should be incorporated into the layout and site planning for developments proposed on the E, L, M, and N:

- O Commercial uses should be concentrated in the southern half of the development to create barriers to deflect and minimize existing noise sources;
- o *Unprotected (from noise sources)* open space and building orientations should be planned to minimize southward exposures;
- Balconies, exterior spaces, and window orientations should be oriented north, west, and easterly; southerly oriented buildings should include plans for gasketed windows, double paned glazing, and other noise reduction methods. If exposed balconies are planned, noise reduction planning may be required to reduce exterior noise levels below 65dba. These measures would make construction of ocean oriented balconies possible without exceeding noise thresholds and guidelines;











- o Courtyards, and enclosures should be incorporated to provide semi-protected interior space (to the degree feasible);
- o Mixed uses that would involve evening activities (e.g., cafes, theaters, etc.) shall not be placed in close proximity to residential areas (to the degree feasible);
- The use of sound walls and other noise attenuation features shall be incorporated into the project as needed to reduce exterior noise levels.

Impacts Associated with Phase I Development

Projecting potential noise effects on areas to be developed in the Phase I implementation vary considerably within the Plan boundary. Prior to undertaking site specific planning on individual parcels, it would be prudent to perform at least preliminary noise evaluations to determine what major sources are present and what building configurations and orientations may best serve to minimize impacts. Many of the design solutions recommended above could be incorporated into the design of future developments contemplated in the Phase I development program.

MITIGATION MEASURES

The role of the City in reducing noise levels is, in some instances, pre-empted by State and Federal regulations. Such regulations include noise standards for new cars and trucks, State Highway speed limits, and State Noise Standards applicable to multi-family dwellings. The City has also adopted a noise ordinance designed to assure a suitable noise environment for new residential development (Section 3122.20 of the City Ordinance Code) and industrial performance standards (Section 8128.7) to reduce potential conflicts with noise sensitive land uses. The following mitigation measures are recommended to further reduce potential noise impacts:

- (1) The City shall assure that all developments within the Plan Boundary comply with appropriate City, State, and Federal noise ordinances and regulations for both interior and exterior living spaces.
- (2) Design of new commercial facilities adjacent to residential uses should site truck loading areas, garbage dumpsters, and loudspeaker systems away from the adjacent residential property lines.
- (3) Sound attenuation walls or some other form of noise mitigation planning should also be required where commercial and residential uses are planned in close proximity.
- (4) Noise evaluations should be performed prior to undertaking detailed site specific planning, particularly if a proposed undertaking is within a 65 dBa CNEL contour.
- (5) Balconies with south facing orientation should be planned after site specific noise evaluations are performed. Mitigation measures such as gasketed windows and double paned glazing may be required to comply with guidelines and thresholds.

Recommended Modifications to the Redevelopment Plan Text to Implement Identified Mitigation Measures

To implement these mitigation measures, Section 604 (Commercial Uses) and 605 (Mixed-Use) and 606 (Light Industrial Uses) should be amended to add the following text to pertinent Development Standards and Criteria sections:

- (1) Commercial uses should be concentrated in the southern half of mixed use developments on Blocks E, L, M and N to create barriers to deflect and minimize existing noise sources;
- Open space and building orientations should be planned to minimize southward exposures;
- At elevations adjacent to the Highway which experience noise in excess of exterior standards, balconies, exterior spaces, and window orientations should be oriented north, west, and easterly; southerly oriented balconies should be planned in consultation with acoustical engineers to minimize the adverse effects of exposure to Highway 101 noise sources;
- (4) Courtyards, and enclosures should be incorporated to provide semi-protected interior space (to the degree feasible);
- (5) Mixed uses that would involve evening activities (e.g., cafes, theaters, etc.) shall not be placed in close proximity to residential areas (to the degree feasible);
- (6) The use of sound walls and other noise attenuation features shall be incorporated into the project as needed to reduce exterior noise levels.
- For any property situated within a CNEL contour of 65 dBA, noise studies shall be required during the architectural planning site phase of property evaluation. These studies shall describe building orientation recommendations and other mitigation possibilities that should be incorporated (as feasible) into a project design.
- (8) All construction specifications shall comply with Federal, State, and City noise regulations and guidelines.
- (9) <u>Light industrial and commercial uses must include noise mitigation design features</u> if situated next to a residential area.

Residual Effects: Not significant with incorporation of detailed site specific noise mitigation planning.

7.3 GEOLOGY

EXISTING CONDITIONS

Geography

The City of San Buenaventura Downtown Redevelopment area is located in southern Ventura County at the extreme western margin of the Ventura-Oxnard Basin. Southern Ventura County is located in the transverse ranges geomorphic province which consists of east-west trending mountain ranges and valleys. The basin was formed primarily by subsidence and deposition along the trend of the Santa Clara River. This area, owing to its extreme western position, is dominated primarily by geologic conditions in the Ventura River channel. The mean seasonal natural runoff of the Ventura River where it empties into the Pacific Ocean is estimated to be about 67,800 acre-feet.

General Geology

The project area is located on fluvial deposits of the Ventura River just west of the toe of the lower slope of the foothills and is underlain by deposits of various ages. The most recent deposits are those associated with existing structures, earlier debris placed by man, and native soils. Underlying these deposits to a depth of about two meters are Holocene fluvial deposits. These fluvial deposits consist of sandy silt and silty sand, with some poorly graded and well graded sand. These Holocene deposits are underlain by upper Pleistocene fan deposits consisting of silt, clay, sand, and some gravel. These upper Pleistocene deposits are underlain by lower Pleistocene sediments of the San Pedro and Santa Barbara formations. These lower Pleistocene formations consist of silt, clay, sand, and gravel and are underlain by a thick sequence of Cretaceous and Tertiary sediments which have been deposited on a basement of pre-Cretaceous igneous and metamorphic rocks.

Faults

The closest active faults to the downtown vicinity are the Red Mountain fault located about one mile to the north, the Ventura-Pitas Point fault located immediately to the east and north, and the Oak Ridge-McGrath fault located about one mile to the southeast. The Ventura fault trends east-west, crossing the northern section of the City near the base of the foothills. The fault zone is approximately 6.5 miles in length. Properties located within or along this fault trace have the greatest potential for surface rupture. The extreme western end of the Ventura Fault is inferred to run beneath Blocks A, B, J, C, Q, H, and I. The location of this inferred fault is shown on Figure 7.3-1, Geologic Hazards: Faults and Flood Plain Constraints.

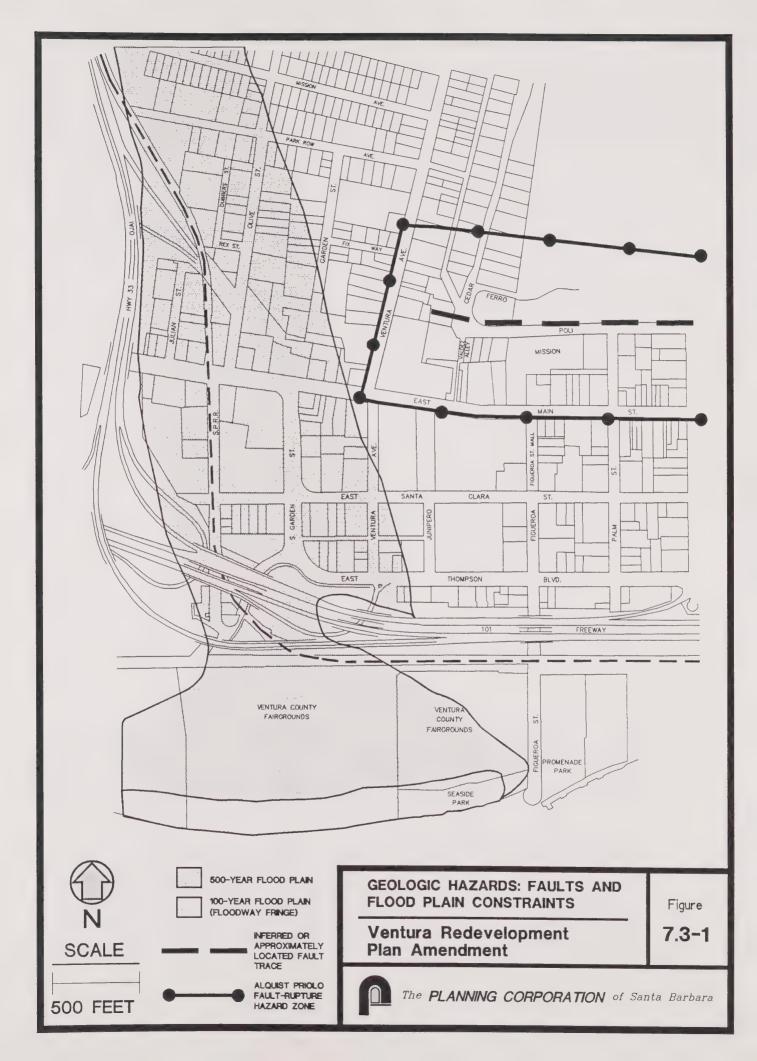
Soils and Topography

The Redevelopment Plan vicinity is composed of soils that range from a slight to very severe erosion hazard. Sites of very severe erosion hazard are west of Highway 33 along the Ventura River Channel (Block S) and possibly the extreme northern boundary of Block A. A slight to non-existent erosion hazard is present in Block U. The majority of the project area has only a modest erosion hazard.

Block S, west of Highway 33, and H Block are situated on Anacapa gravelly sandy loam, a gently sloping to moderately sloping alluvial fan, with a 2 to 9 percent slope. This soil type is characterized by a high infiltration rate when wetted, good natural drainage, moderately rapid subsoil permeability, slow to medium runoff potential, and a slight to moderate erosion hazard. its effective depth is 60 inches.

Blocks K and U, south of Highway 101, are situated within Camarillo loam, a level to nearly level alluvial plain. This soil type is characterized by poor natural drainage, a slow infiltration rate when wetted, moderate subsoil permeability, very slow to ponded runoff potential, and no erosion hazard. Its effective depth is 60 inches.







Block A, north of East Main Street and east of North Ventura Avenue, is within an area of eroded San Benito clay loam, a moderately steep hilly upland, with a 15 to 30 percent slope. This soil type is characterized by good natural drainage, a slow rate of infiltration when wetted, moderately slow subsoil permeability, medium to rapid runoff potential, and a moderate to severe erosion hazard. Its effective depth is 48 to 60 inches.

The remaining Blocks are characterized by the presence of Garretson Loam, a gently sloping to moderately sloping alluvial fan, with a 2 to 9 percent slope. This soil type is characterized by good natural drainage, a moderate infiltration rate when wetted, moderate subsoil permeability, slow to medium runoff potential, and a slight to moderate erosion hazard. The effective depth of this soil is 60 inches.

Groundwater

The large drainage area of the Ventura River is located upgradient from the Redevelopment area; this drainage provides significant amounts of recharge during wet periods. The existence of this recharge capability suggests that groundwater levels could fluctuate significantly and be rather high. There is evidence to suggest that groundwater may be encountered at less than 30 feet below the existing grade throughout most of the Plan area. Additional field work is required to verify this water level and ascertain its relative stability.

Drainage

The project vicinity drains southward along North Ventura Avenue, North Garden Street, and North Olive Street to West Main Street. There have been problems in the past draining storm runoff from the general area of North Ventura Avenue and West Main Street but the installation of a 48-inch drain in West Main Street and a 36-inch drain in North Ventura Avenue has substantially alleviated these problems. There are no known drainage problems concerning capacity of the present system to handle proposed on-site impervious area water volumes. The 500 year floodplain and 100 year floodway fringes are shown in Figure 7.3-1.

IMPACTS

The Redevelopment Plan area lies within a highly active earthquake region of Southern California and is susceptible to such geologic hazards as fault displacement, earthquakes and ground shaking, landslides, liquefaction, tsunamis, soil subsidence or expansion, flooding, and inundation from dam failure.

Fault Displacement and Ground Shaking

A fault is a plane or surface in earth materials along which failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation of stress. Faults that are known to have moved within the last 200 years are termed "active" faults. Permanent effects of fault displacement include abrupt elevation changes of the ground surface, alteration of surface drainage patterns, changes in groundwater levels in wells, dislocations of street alignments or property lines, and changes in the grade of sewer and water utilities.

The Ventura-Oxnard Basin is exposed to higher seismic risk than some other areas in California due to the presence of the active Ventura and Red Mountain Faults and their close proximity to other active faults such as the San Andreas and More Ranch. The Ventura-Foothill fault zone was designated a Alquist-Priolo Special Studies Zone in 1978. Blocks A and B lie within this Special Study Zone, while Blocks J, C, Q, H, and I are situated in an adjacent secondary fault hazard zone designated by the City's Comprehensive Plan Safety Element (1989). Development permits (with some exceptions) will be withheld within a Special Study Zone until a geologic investigation demonstrates that a site is not threatened by surface displacement from future fault movement.

Ground shaking or ground motion is caused by the release of accumulated energy during an earthquake. Most earthquake damage is due to ground shaking rather than fault displacement. The primary effect of ground shaking is damage to or destruction of buildings and infrastructure, coupled with a potential loss of life.

Available geologic information indicates that the potential for strong ground shaking is high throughout the Plan boundary. Portions of Blocks A, P, B, and J could be particularly subject to short period peaks of strong ground shaking which could cause heavy damage in short, rigid structures. The remainder of the area, with the exception of Blocks S, K, H, I, and R, could be particularly susceptible to long period peaks of strong shaking which is likely to cause damage to taller structures. Overall, the potential for severe ground shaking to occur as a result of movement along one of the major faults could produce significant ground shaking related damage throughout the Plan boundary. As a result, impacts on projects in the Redevelopment Plan boundary as a result of seismic activity in the form of fault displacement and/or ground shaking should be considered potentially significant.

Liquefaction

Liquefaction is the process by which relatively soft, watery soils may lose their solidity during moderate to intense earthquake shaking. When liquefaction occurs near the surface, buildings may settle, tilt, or collapse; light subsurface structures like pipelines may float to the surface, causing disruption of services. The hazard zone for liquefaction fluctuates seasonally with the water table, but is high in alluvial areas with loose, granular, low-density soils, where the water table is within 15 feet of the surface and moderate in areas with a water table between 15 and 40 feet.

The entire Redevelopment Plan boundary lies within a moderate to high liquefaction hazard zone: high potential for such conditions exists in every Block except A and B, where the potential is moderate. The intensity of liquefaction would be enhanced in part by the Redevelopment Plan boundary proximity to the Ventura fault. There are indications the western part of the entire City may be particularly susceptible to low angle landsliding or lateral spreading caused by potential liquefaction.

If liquefaction did occur as a result of a moderate (or greater) strength earthquake, there would probably be an areal settlement within the area of several inches, which could cause damage to structures. Thus, although no reported incidences of liquefaction have occurred that resulted in any structural damage in the City, liquefaction is still considered a potentially significant impact.

Groundwater

There is the possibility that underground structures (parking garages or sub-basements) could be subject to groundwater level fluctuations, particularly in wet years or during periods of high discharge from the Ventura River. This is a potentially significant adverse impact. The lack of available data regarding this condition warrants that the groundwater issue be addressed as a Condition of Approval for any project involving substantial below grade excavation.

Tsunamis

Tsunamis are large ocean waves generated by submarine landslides, volcanic eruptions, or earthquakes in or near ocean basins. The term "seismic sea wave" applies to tsunamis caused by an earthquake. All of the coastal areas of the City, including the mouth of the Ventura River, are susceptible to tsunamis. The majority of the Redevelopment Plan vicinity, with the exception of Blocks A, B, C, J, and P, are located within an area of tsunami hazard. The last major recorded tsunami occurred 160 years ago and the probability of occurrence of a major tsunami in the City is low. However, the destruction a tsunami (seismic sea wave) may cause would be devastating. As a result, impacts due to tsunamis (seismic sea waves) should be considered significant.

Flooding

The extreme western boundary of the Plan boundary is adjacent to the 100-year flood plain hazard zone of the Ventura River. However, the hazard zone is relatively small due to the interference provided by a levee that was constructed along the east bank of the river by the Army Corps of Engineers in 1948 to protect the western part of the City. Thus, the 100-year flood hazard is confined to an area west of the levee and near the river mouth. A portion of Block S could be inundated during a 100-year flood.

During a 500-year flood, the Ventura River would leave is banks north of the levee and could inundate all Blocks in the area west of Ventura Avenue as well as a portion of Boundary Amendment Area II. Because over 90% of the Plan boundary lies outside the 100-year flood hazard area and only 50% of the Area lies within a designated 500-year flood hazard area, flooding should be considered an insignificant impact.

Dam Inundation

There is one major dam that could flood portions of the downtown area in the event of a failure. Casitas Dam is located on Coyote Creek west of Casitas Springs, about eight miles north of the City. This dam was completed in 1959 and is an earth fill structure with a capacity of 250,000 acre-feet. Should the Casitas Dam fail, the inundation areas of the City would include most areas of the Ventura River Valley including developments in the Ventura Avenue area and the western portion of downtown. This inundation zone would include the majority of the Blocks in the Plan boundary. The time from dam failure to arrival of peak water at Shell Road would be 47 minutes.

Dam inundation maps prepared by dam operators are intended as a worst-case scenario for use by local agencies for emergency preparedness in the event of an unlikely failure causing dam failure. Although such a catastrophic event is possible, it is not considered likely. As a result, impacts due to dam inundation are not considered significant.

Landslide

With exception of Block A, there are no lands within the area with slopes great enough (>30 degrees) to be directly threatened by landslide activity. Block A is sufficiently developed to preclude the possibility of landslides. Landslide potential exists on slopes to the north of the Redevelopment boundary and the possibility exists that landslides originating on these slopes could impact buildings below these slopes. Impacts due to landslide are considered insignificant.

Subsidence

Subsidence is the shrinking of the ground surface caused by compression or collapse of earth materials. Damage caused by subsidence is generally not of an immediate or violent nature. The compaction of alluvium and settling of the land surface is a process that often occurs slowly over many years, except when prompted by seismic shaking.

Blocks K and O lie within a zone having a potential of less than 0.05' per year of subsidence. Blocks D, E, F, G, H, I, and R are only within the limit of the probable subsidence zone. In all cases, the probability of subsidence is low and it is not considered a significant impact.

Expansive Soils

Expansive soils are soils that are generally clayey which swell when wetted and shrink when dried. When structures are placed on expansive soils, foundations may rise each wet season and fall the succeeding dry season and various structural portions of the building then become distorted. The entire Redevelopment area is composed of soils with an estimated low to moderate shrink-swell potential, with moderate expansiveness predominating. Only Block S has a low shrink-swell potential. Soils with moderate shrink-

swell potential could create sufficient force to cause structural damage. Site specific soils investigations will be necessary to determine the precise degree of shrink-swell potential for soils in the Area. This knowledge, combined with appropriate soils engineering and structural design measures, should make impacts from expansive soils insignificant.

MITIGATION MEASURES

The four identified significant hazardous geologic conditions fall into two categories: seismic (fault displacement, ground shaking, liquefaction) and tsunami. In order to abate these conditions, the following consultant recommended mitigation measures are proposed:

Seismic Effects

Due to the location of portions of the Plan boundary within either a Alquist-Priolo Special Study Zone or a secondary fault hazard zone, mitigation planning is required prior to the issuance of grading or building permits. An existing ordinance requirement (statutory measure) in the City's Safety Element Secondary Fault hazard zone policies requires:

(1) The developer shall submit a complete geotechnical foundation investigation prepared by a California Certified Engineering Geologist and Geotechnical Engineer. The investigation shall concentrate on specific foundation design recommendations including pile type, capacity and testing. The investigation shall include specific recommendations for structural support which will minimize the potential seismic and liquefaction impacts on the building and parking structures in accordance with Sections 3122.5 and 3142.1 of the San Buenaventura Ordinance Code. The geotechnical engineer shall review the structural foundation plans for conformance with the investigation's recommendations, and perform site inspections during foundation construction (Building Division, standard condition).

This requirement is specified in the existing language of the Redevelopment Plan (I. Section 609 1(a).1)

Residual Effects: Not significant.

Tsunami

(2) To reduce potential loss of life and damage due to a tsunami, the City shall continue participation in the Seismic Sea Wave Warning System, prohibit construction of critical service structures (hospitals, fire stations, police stations, etc.) in the tsunami hazard zone, and continue development and maintenance of a City-wide warning and evacuation plan as part of the Emergency Preparedness Plan.

Residual Effects: Not Significant.

Recommended Modifications to the Redevelopment Plan Text to Implement Identified Mitigation Measures

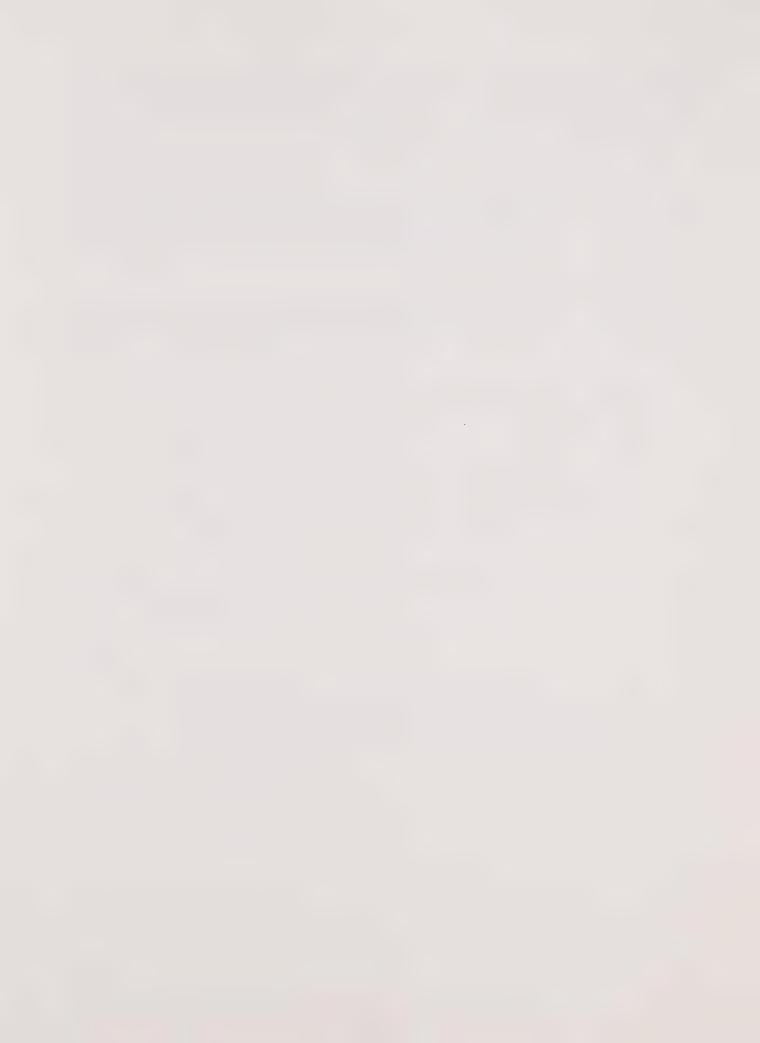
The Redevelopment Plan shall be amended to add the following text:

Section 605 - Mixed Use Commercial/Residential

"3.i. Drainage collection devices and water pumps shall be installed as required by the City Building and Safety Official in the lower level of subterranean basements or parking garages to mitigate possible groundwater intrusion impacts."

Section 608 - Institutional and Hospital Uses

"1. Construction of critical service structures (hospitals, fire stations, police stations etc.) shall be outside of the tsunami hazard zone."



7.4 CULTURAL RESOURCES

EXISTING CONDITIONS

Cultural resources which exist within the boundaries of the proposed Redevelopment Amendment area include architectural sites, archaeological sites, and places significant to Native Americans of Chumash descent.

Definitions

Archaeological Sites

Most of the cultural resources within the Redevelopment Area are archaeological sites which are places where human activity has measurably altered the earth. Archaeological deposits formed before the period of Spanish colonization are the only source of information about the historical development of Native Californian societies. Archaeological sites formed during and after the Spanish colonization of California can usually be easily distinguished from sites occupied prehistorically. Historic Chumash settlements frequently contain iron artifacts, pottery, porcelain, glass, coal, and other materials not used in the region before Spanish contact.

Below the surface of most prehistoric archaeological sites are clusters of burned rocks which are the remains of hearths and ovens and abundant, complex distributions of faunal remains and artifacts that are the product of prehistoric domestic and ceremonial life. Soil disconformities caused by the excavation of post holes and pits associated with structures, ovens, storage facilities, and burials also are present at most archaeological sites. Because these physical remains are the product of organized human life, data on the distribution of hearths, ovens, house depressions, storage facilities, manufacturing areas, deposits of food refuse, and other artifacts can be used to reconstruct the organization of human societies which existed in the past.

Because most archaeological sites accumulate over time, it is usually possible to distinguish different periods of occupation at the same site. When groups of people repeatedly carried out activities or lived at a specific location, they discarded materials on top of older deposits and excavated into earlier deposits while building structures such as houses, ovens, gaming areas, or sweat lodges. The study of the sequence of occupations in an archaeological deposit makes it possible to describe the development of the societies which once existed in the past. In the case of the societies which existed in California before colonization, no contemporary written records exist and therefore the study of archaeological deposits is the remaining method available to understand the evolution and structure of these societies. The destruction of all or portions of an archaeological site by land-altering activities results in the loss of unique information concerning the development of the societies which evolved in California over a period of almost 10,000 years. Thousands of sites have been damaged or destroyed making the remainder extremely important.

The present state of knowledge concerning the content and organization of Southern California archaeological deposits is remedial. In the Ventura and Santa Barbara Channel region, there is only a partial knowledge of the organization of residential sites from any time period, and no knowledge concerning the organization of settlements occupied during most time periods. Within the few prehistoric settlements that have been excavated, it is possible to observe differences in the internal organization of deposits situated both within and outside of residences. However, with only a few exceptions, the internal organization of most residential deposits is poorly understood and virtually no research been done which enables the organization of different house structures in the same settlement to be compared. The lack of adequate financing and sophisticated approaches to the archaeological record are the main reasons for these deficiencies. Compounding these problems, native societies of the Ventura region used relatively soft wood materials in the construction of their houses which makes the identification of individual residences rather difficult.

Many aspects of the archaeological record are observable only as relationships which are recognized by comparing and logically arranging the many different pieces of information contained in an archaeological deposit. These relationships are observed as a result of asking questions about the past such as: why does the distribution of population in a region change through time? How do extensive trade and exchange systems come into existence? In what way do changes in the availability of food alter human organization?

In order to answer such questions, it is necessary that intact archaeological sites be available for study. Future techniques of observation will be more sophisticated than those presently employed and researchers will be recognizing classes of information bearing on questions which are now not even recognized. The evaluation of archaeological sites can provide an almost infinite amount of information to be used in understanding the differences and similarities between societies and the causes and consequences of social and economic evolution. These understandings are impossible, however, if the appropriate kinds of archaeological remains are either destroyed or seriously modified.

Sacred Places and Cultural Sites of Significance to Native Americans

Besides their potential to aid in the evaluation of human history, many archaeological sites created by native societies have social and religious significance to the local Native American community who are descended from the people who once occupied these sites. Traditional religions of California imparted value to the earth at the location of settlements and associated places of importance which had a bearing on the course of human life. Places of birth, residence, and death, places for making offerings and instructing the young, as well as locations commemorating and protecting the dead are among the locations within or near settlements of significance to native Californians. The living descendants of the people whose activities created archaeological sites consider themselves guardians of cultural values for the present generation of descendents. The disarticulation and destruction of human burials and the modification of plants, topography, and views at sacred places are therefore considered violations of traditional California religion by the contemporary Chumash.

California ethnographer, A.L. Kroeber observed that there were many places with religious value to traditional native societies:

"Each territory contained spots which had religious, magical, or other effective associations to its inhabitants. Here might be a spot where the Creator or Culture-bringer left an imprint on a rock, there a spring inhabited by a water monster. Some landmarks were sacred. Others were dangerous. Some brought blessings if prayed to. There must have been literally tens of thousands of such natural features or spots throughout California having magical or religious or legendary meaning and significance. For the one Yurok nationality alone, Waterman has mapped and named and described hundreds." (Kroeber, A.L., 1963: 119)

At some sacred places, there is no observable evidence of human activity. Many shrines were marked merely by a pole with feathers tied to it; such shrines cannot readily be identified during a surface survey once the pole has disappeared. Other places are sacred because of the presence of herbs which are needed for the maintenance of traditional societies. Places where people went to meditate or where historical events considered traditionally significant occurred - ranging from places where traditional societies are said to have been created to the site of an important altercation - may in many cases not be identifiable except on the basis of oral tradition or historical accounts.

Architectural Sites

Architectural sites are structures which are standing and have not decayed to the point where they are only identifiable as archaeological sites. There are a large number of historic standing structures and associated historic archaeological deposits in the Redevelopment Plan area.

Cultural Resource Planning Objectives: Federal and State Law

Processes of natural erosion and modern activity are constantly reducing the number and altering the condition of historic and prehistoric archaeological sites. These sites, which are a unique record of both history and prehistory, can only decrease in number over time. Only protection of the remaining cultural sites will insure that even a small proportion of the original number of sites which existed in California at the time of European colonization will be preserved. Because each archaeological site contains a unique part of the only surviving record of native societies which lived in the project area prior to European contact, they all have the potential to yield information significant for understanding the prehistory of these societies.

Mitigation of the loss of cultural resources which will result from planned disturbance should comply with the basic requirements of Federal and State laws protecting these resources. Planning alternate routing and siting to avoid impacts to cultural resources is in accord with Federal, State, and local cultural resource management guidelines, and preferable to mitigation through data salvage programs [see Code of Federal Regulation, Title 36, Part 800: 5(d) and (e)]. Therefore, this EIR/EIS stresses the development of mitigation programs in cases where cultural resources cannot be avoided. The development of any mitigation program should involve appropriate state agencies, local representatives of groups whose heritage will be impacted, and concerned archaeologists, historians, and architects.

Federal statutes require that cultural resources to be impacted by a Federally permitted or funded project should be evaluated (and protected when possible). The National Environmental Policy Act (NEPA) (Public Law 91-190; 91 Stat852), Executive Order 11593, Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665; 80 Stat915), and the Archaeological and Historical Preservation Act of 1974 (Public Law 93-291; 88 Stat174) all set forth basic planning and heritage protection procedures, most of which have been codified into the California Environmental Quality Act. State legislation which protects cultural resources (regardless of the source of funding) includes Section 21001 of the California Environmental Quality Act, Section 27402 of the Coastal Zone Conservation Act of 1972, California Senate Concurrent Resolution No. 43, Chapter 87, the California Health and Safety Code, Section 8100, and Chapter 1.75 beginning with Section 5097.9 of Division 5 of the Public Resources Code.

The mitigation proposed for any future development within the Amendment boundary involves planning future development to minimize or prevent impacts. The rationale for this approach is that preservation of cultural resources is in best accord with the intent of a mitigation program which is to make impacts as minor as possible. When it is possible to avoid disturbance to cultural resources, it is logical to choose such an alternative. In most cases, designing and implementing a program to avoid impacts is less costly than all other approaches to cultural resource mitigation.

The mitigation of damage to cultural resources has often been equated with large-scale data recovery (salvage) excavations which are designed to retrieve a portion of the information contained in an archaeological site. Although limited excavation may be unavoidable in the course of developing a major project, such large-scale mitigation excavations are not preferred. Although the study of archaeological sites would increase knowledge of Southern California history and prehistory, there are a number of reasons why archaeologists working in the Ventura-Santa Barbara area would prefer preservation when possible. One reason is that many present research problems can be solved using collections which have already been made or by using historical sources such as mission registers or archives. Other research problems can be solved by limited excavations such as auger borings or column samples which result in relatively little damage to sites. When much of the ongoing research in the Ventura-Santa Barbara region is completed, archaeologists will be more competent to carry out more comprehensive excavations in cases where site preservation is not possible.

Another reason that mitigation excavations may not be practical is the potential opposition to data recovery programs by local concerned native Californians. Any mitigation programs involving cultural sites should also attempt to mitigate the disturbance of burial grounds and other sacred places; the content of these mitigation programs should be determined by local Chumash descendents themselves. In recent years, Chumash descendents have often concluded that monitoring earth disturbance during construction is the only effective and practical method to mitigate impacts to cultural sites. In support of this position, monitoring has often resulted in the identification of sites during construction that were not observed during environmental studies occurring prior to construction.

CEQA Appendix K makes allowances for the evaluation of <u>unexpected</u> archaeological deposits encountered during construction (CEQA Appendix K sections 8(c) and (9)). The recommended procedures involve testing the unexpected remains using conventional archaeological techniques, determining the significance of the deposits, and recommending a mitigation program (or excavation plan, as such programs are referred to in CEQA Appendix K). The procedure provides a fair and reasonable method for protecting the resources involved while avoiding unnecessary costs and delays which would result from the necessity of reopening a case for environmental and development review. In essence, under the "Discoveries during Construction" portions of the Guidelines, the CEQA mandated evaluation of significance and determination of proper mitigation proceeds in an expedited manner (since the project has already been approved) while meeting the intents of the law. This approach generally protects the interests both of the applicant and the concerned Native Americans, the principally affected parties.

Existing City Policies and Regulations for Protection and Preservation of Historic Archaeological Resources and Standing Structures

Historic resources within the City of Ventura are afforded some level of protection if they are found to be listed under one of the following categories: potential local landmark/district, local landmark/district; National Register of Historic Places; State Landmark or Point of Interest.

The City has declared 71 landmarks or historic districts under an ordinance passed in 1973 that established the San Buenaventura Historic Preservation Commission (Article 4, Sec. 1340); this ordinance empowers the Commission power to recommend potential landmarks to the City Council for final approval. The ordinance prohibits an owner from "demolishing, defacing, altering, adding to or otherwise changing a landmark without giving 180 days prior written notice to the City Clerk". Under certain conditions, such as extreme financial hardship or unsafe condition, the 180 days can be waived by the City Council. The present ordinance affords only 180 days protection to a landmark, giving those interested in preserving the landmark a chance to move the structure.

Properties listed or eligible for listing on the National Register are not protected by the local historic preservation ordinance unless they have been declared City Landmarks. The National Register Landmarks are protected by Section 106 of the National Historic Preservation Act, when any resource is potentially affected by an undertaking which involves federal funds, licenses, permits, etc. For example, local governments that use federal funds for road improvements, water and sewer projects, or redevelopment or housing construction, must obtain a determination of eligibility for structures older than 50 years or archaeological sites. Under Section 106, federal funds may not be used to alter or destroy a National Register eligible property unless the effects are considered. The review and consultation process involves the federal lead agency, the State Historic Preservation Officer, and the Advisory Council on Historic Preservation.

Those properties listed as State Landmarks or points of interest are afforded some protection under the California Environmental Quality Act (CEQA). If the designated property is potentially affected by any development action, a study of impacts and mitigation is required. In the City of Ventura there are currently two State Historic Landmarks. CEQA also applies to archaeological sites, and Section 21083.2 defines "uniqueness," which must be evaluated by professional investigation, usually on the basis of fairly substantial subsurface testing programs.

The remainder of potentially eligible historic structures, not protected by the CEQA review process, are protected by a City Ordinance which allows for review of any potentially historic structure when a building permit is applied for. The City Planning Division uses the Cultural Heritage Survey to provide information on potentially significant historic structures. For those portions of the City not covered by the survey, a site visit by staff is done to determine the potential for historic resources. If historic resources appear to exist, a report is funded by the applicant to define the historic significance of the property. At present, there appears to be no systematic process by which the Historic Preservation Commission reviews the applicant provided material regarding either the significance of the property or its potential for subsurface archaeological resources.

Human remains are protected under Section 7050.5 of the State Health and Safety Code, and Section 5097.94 of the Public Resources Code. In the event of such discovery, work is to be halted in the vicinity or any nearby area reasonably expected to overlie adjacent remains. The County Coroner is to be notified promptly to determine whether the remains are Native American. If the Coroner finds that the remains are not subject to the authority of that office, he or she is charged with notifying the Native American Heritage Commission, which will then identify and notify descendants of the deceased to arrange for the removal, study, and reburial of the individual(s).

The adopted Comprehensive Plan Future Land Use Map contains an H-Overlay Zone in the downtown area. This designation includes no policy statement or special permit process. Therefore, the designation appears to afford no protection to historic resources other than to recognize the existence of an historic area.

The City Council adopted a Historic Preservation Policy and Plan prepared in 1979 that gave direction to the City Council and the Historic Preservation Commission regarding the policies, procedures, and activities related to historic preservation in Ventura. Additional commitments the City has demonstrated to preserving its past have included the establishment of a low interest revolving loan fund available to individual landmark owners for rehabilitation of their buildings. Eligible applicants may receive low interest loans from the Commercial Rehabilitation and Housing Rehabilitation Loan Programs.

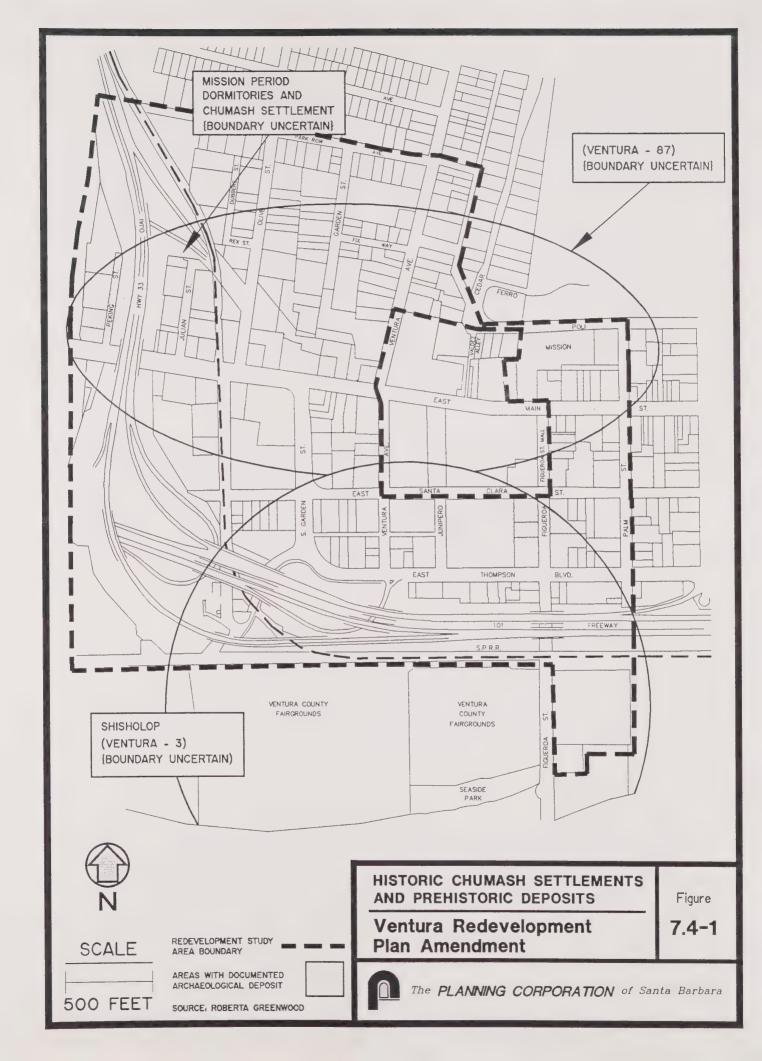
Historic and Prehistoric Occupation of the Redevelopment Plan Area

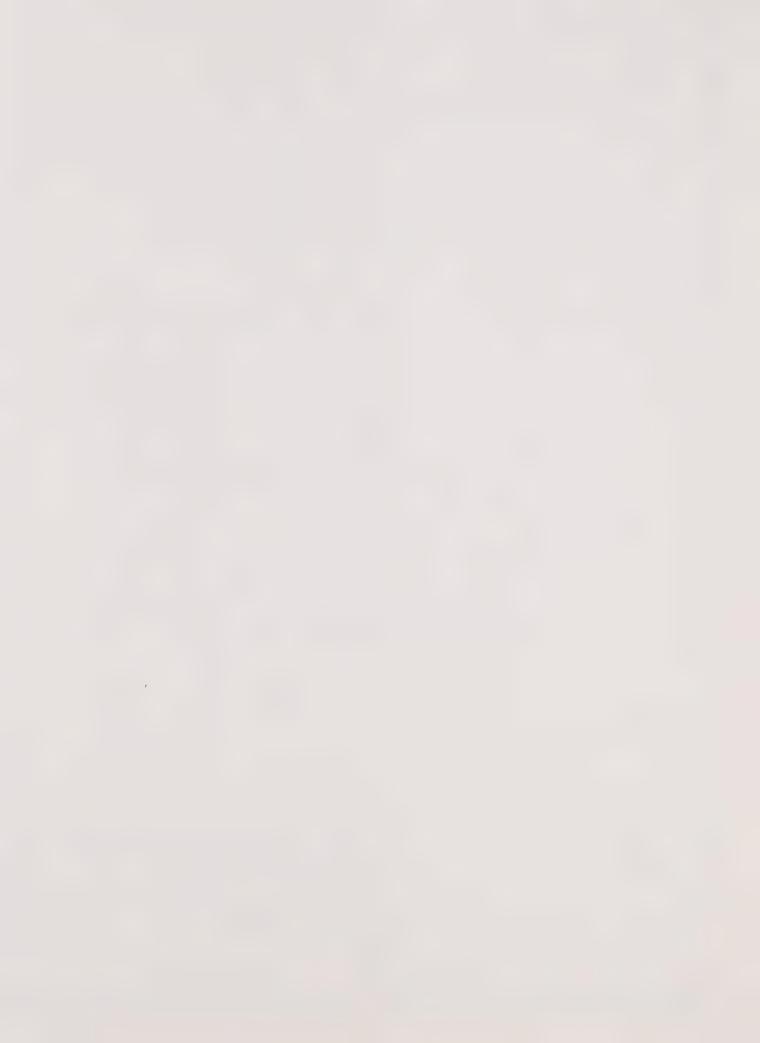
Historic and Prehistoric Chumash Settlements

Chumash settlements on the eastern and western sides of the Ventura River were occupied for thousands of years. At historic contact, the settlement within the Redevelopment Plan area was a major part and mainland island trading center; the name of the settlement - Sisholop - is the Chumash word for port or trading center. The approximate location of this settlement is illustrated on Figure 7.4-1, Historic Chumash Settlements and Historic Deposits. Historical accounts of the Chumash present at the Ventura River mouth date to the diaries of the voyage of Juan Rodriguez Cabrillo in 1542. One of the early translations of Cabrillo's voyage stated:

"....we saw on the land a village of Indians near the sea, and the houses large in the manner of those of New Spain...Here came to the ships many very good canoes which held in each one twelve or thirteen Indians...They go covered with some skins of animals; they are fishers and eat the fish raw; they also eat agaves...The Country within is a very beautiful valley, and they made signs that there was in that valley much maize and much food" (Wheeler, 1979; 306).







Sebastian Vizcaino visited and described the settlement of *Shisholop* in 1602, and additional accounts are preserved in the diaries of Gaspar de Portola, Father Juan Crespi, and Miguel Costanzo who accompanied Don Joseph de Galvez in 1769. *Shisholop* (CA-VEN-3) was centered on landforms at the termination of Figueroa Street and on landforms west of the River mouth. The settlement contained about 30 large round, thatched houses and a population of 300-400 persons. Juan Bautista Anza passed the village in 1774 and 1776, and Father Pedro Font has left a lengthy description. The San Buenaventura Mission Registers contain the names of many individuals who lived there until 1805, when the Indians were probably relocated to housing built at the Mission (Greenwood and Browne, 1969).

Spain began to colonize Alta California in 1769. Although the San Buenaventura Mission was planned as the third settlement because its location was midpoint between San Diego and Monterey, the Mission was not established until 1782 as the ninth and last mission founded by Father Serra. Most of the Mission buildings were constructed north of the Chumash settlement between 1792 and 1810. Of these early structures, only the Mission Church is still standing. The quadrangle buildings, soldiers barracks, neophyte (converted Chumash Indians) houses, and various outbuildings have all been demolished. Portions of the original aqueduct and the filtration building remain. Foundations of the mission buildings are exposed in a park west of the Mission Church. The distribution of Mission Period structures within the Redevelopment Area are provided in Figure 7.4-2, Mission Period Resources in the Redevelopment Area.

Mission Secularization

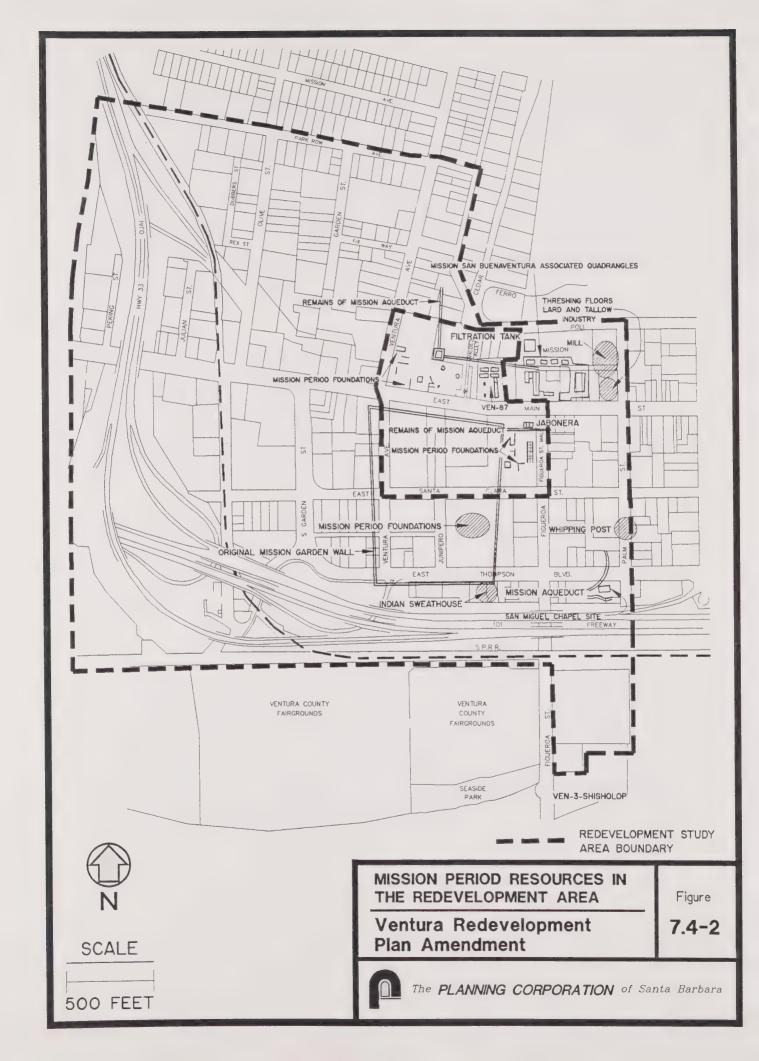
In 1822, Mexico achieved its independence from Spain, and in 1834 the Missions were secularized. The termination of the Mission system resulted in the dispersion of the Chumash, whose numbers had already been decimated by disease. After secularization of the Mission system in 1834, many Chumash returned to their original rancherias or took up residence around the Mission. The ceremonial cycle, dances, fiestas, and naming of chiefs continued into the late 1880s. Fernando Librado, one of the most important informants provided substantial information about the historic Chumash to 20th Century ethnographers who lived until 1915. Descendants of many Chumash families whose names appear in the Mission Registers still live in Ventura. As the missions were secularized, land was distributed to the Spanish soldiers who had served with Franciscan Missionaries. Between 1795 and 1846, the 19 ranchos that were created within Ventura County were granted. The area surrounding the Mission was part of Rancho Ex-Mission and was sold to Jose Arnaz in 1846.

San Buenaventura began as a small settlement of adobe buildings that lined El Camino Real (present day Main Street) from the Mission west to the Ventura River. Don Jose Arnaz, a merchant seaman, had purchased the Rancho Ex-Mission in 1846. In 1850, the Mission and surrounding land was sold to Manuel Rodriguez de Poli, a Spanish physician, who began selling off small parcels of land west of the Mission. Several Spanish families built small adobes on these lots. The only remaining adobe from this time period is the Ortega Adobe, built about 1857 by Emigdio Ortega; this adobe is within the Redevelopment Plan boundary. The Mission buildings that fronted onto El Camino Real (present day Main Street) were leased to merchants. In 1861, the Mission buildings and property were returned to the Catholic Church.

Incorporation of San Buenaventura

By 1866, when the small City of Ventura was incorporated, the population of about 500 primarily included residents of Spanish, Mexican, and Chumash descent. A small group of Americans and Europeans began to settle in the community during the 1850s and 60s. These immigrants constructed residences and businesses using different building techniques; the adobe structures that once existed along Main Street began to be gradually augmented by one-story wood frame structures. A small Chinese settlement evolved which was situated on Figueroa Street south of the Mission. In 1869, the official town map was adopted with the following boundaries: Ventura River on the west, Ash Street on the east, Poli Street on the north, and the Pacific Ocean on the south. In 1876, the Eastern Addition to the City was annexed which included the land east of Ash Street to the San Jon Barranca.







The City's present day boundaries extend well past the Eastern Addition which set an eastern City boundary at San Jon Road. The present eastern boundary is Wells Road and the City now includes portions of the old town of Saticoy which was established in the 1860s. The large expanse of land east of San Jon Road was originally dedicated to agricultural uses including stock raising. Settlers, primarily from the east and midwest, began to purchase these eastern parcels in the 1860s.

A variety of crops were raised over the years in these prime agricultural areas including grain, lima beans, lemons, walnuts, and flowers. The Ventura Wharf and the Southern pacific Railroad Depot in downtown Ventura and Saticoy were the major shipping points for agricultural products. Many excellent examples of period farmhouses and outbuildings were constructed along the main roads east of town and north of the City along Ventura Avenue, once a thriving agricultural area. A few of these structures still exist to day on Telegraph Road, Telephone Road, Foothill Road, and adjacent side roads east of Seaward Avenue and west of Wells Road and along Ventura Avenue.

IMPACTS

A number of significant historic resources have been identified within the Redevelopment Plan boundary. These include local, State and National Register Landmarks and Landmark districts. The City owns several historic properties operated as sites open to the public which are operated by the Parks and Recreation Department. The sites include the Olivas Adobe, Ortega Adobe, Albinger Archaeological Museum, and other recorded archaeological sites in the downtown area. The City which also owns the Dudley House, leases this structure to the San Buenaventura Heritage. These sites and a number of other designated historic City Landmarks/Districts and points of interest in the planning area are listed in Table 7.4-1, Ventura City Historic Landmarks/Landmark Districts in the Downtown Redevelopment Area, and shown on Figure 7.4-3, City Landmarks and Cultural Resource Inventory.

The Ventura County Cultural Heritage Board declares landmarks and points of interest in the County. The landmarks located in the planning area are listed in Table 7.4-1 and shown on Figure 7.4-3. In 1982, the City received a grant from the State Office of Historic Preservation to conduct a comprehensive survey of the cultural resources within the Downtown Avenue planning communities. The results were published in a Final Report, Cultural Heritage Survey, Phase I, prepared by Survey Coordinator Judy Triem in 1983. The survey data collection provides the basis for potential landmark designation in the downtown and avenue areas of the City. Table 7.4-1 includes a list of Potential Local Landmarks/Landmark Districts from the Cultural Heritage Survey that are within the Redevelopment Plan area.

In addition to the potential landmarks identified by the Cultural Heritage Survey, the Ventura Historic Preservation Commission is continually considering other properties for landmark status. Sites that are currently being considered are also listed in Table 7.4-1. A Historic Architectural Survey was completed in 1980 of the Downtown San Buenaventura Redevelopment Study area. A list was compiled of structures eligible for the National Register, structures potentially eligible to the National Register, structures worthy of note, and structures within an architectural district. All the buildings listed under these categories and worthy of preservation have been included in one of the lists previously mentioned. These studies addressed only the merits of standing structures and did not discuss the potential that some of the older buildings may also contain or be constructed on archaeological resources. Historic and/or subsurface resources may exist in other parts of the Redevelopment Plan boundary that have not been recorded.

TABLE 7.4-1 Ventura City Historic Landmarks Landmark Districts in the Downtown Redevelopment Area

Potential Archaeological Sensitivity	Historic Resources	Address	Additional Designation
Yes	Ortega Adobe (CA-VEN-78H)	215 W. Main St.	NRHP Nomination
Yes	Mission Plaza Archaeological Site (CA-VEN- 4, -87) Museum	100 Block E. Main St. Mission Plaza Park and north side of Main Street including the Albinger	NRHP District SL (filtration building)
No	Mission Norfolk Pines	211 E. Main St.	Part of Mission District
Yes	San Buenaventura Mission	211 E. Main St.	NRHP District
No	Mission Plaza Moreton Bay Fig Tree	100 Block East Main Street	Part of Mission NRHP District
Yes	San Miguel Chapel Site (CA-VEN-480H)	Northeast corner of Thompson Blvd. and Palm Street	NRHP
Yes	Shisholop Village Site/Cabrillo's Landing (CA-VEN	South end Figueroa Street (-3)	Local Point of Interest
Yes	Great Pacific Iron Works	235 W. Santa Clara Street	Local Landmark
Yes	Peirano Store	204 E. Main St.	Part of Mission NRHP District
Yes	Peirano Residence	107 S. Figueroa St.	
Yes	Feraud Store and Bakery	2 W. Main St.	HRHP
No	Righetti Resi- dence	125 W. Park Row Avenue	Local Landmark
continued on next page			

Potential Archaeological Sensitivity	Historic Resources	Address	Additional Designation
Yes	Elwell House	143 S. Figueroa St.	
Yes	Mission Historic District	Boundaries: Santa Clara Street, Ventura Avenue, Poli Street, and Palm Street	NRHP District

Potential Local Landmarks/Landmark Districts in the Redevelopment Plan Boundary

Cultural Heritage Survey Potential Landmarks/Landmark District

Downtown Ventura

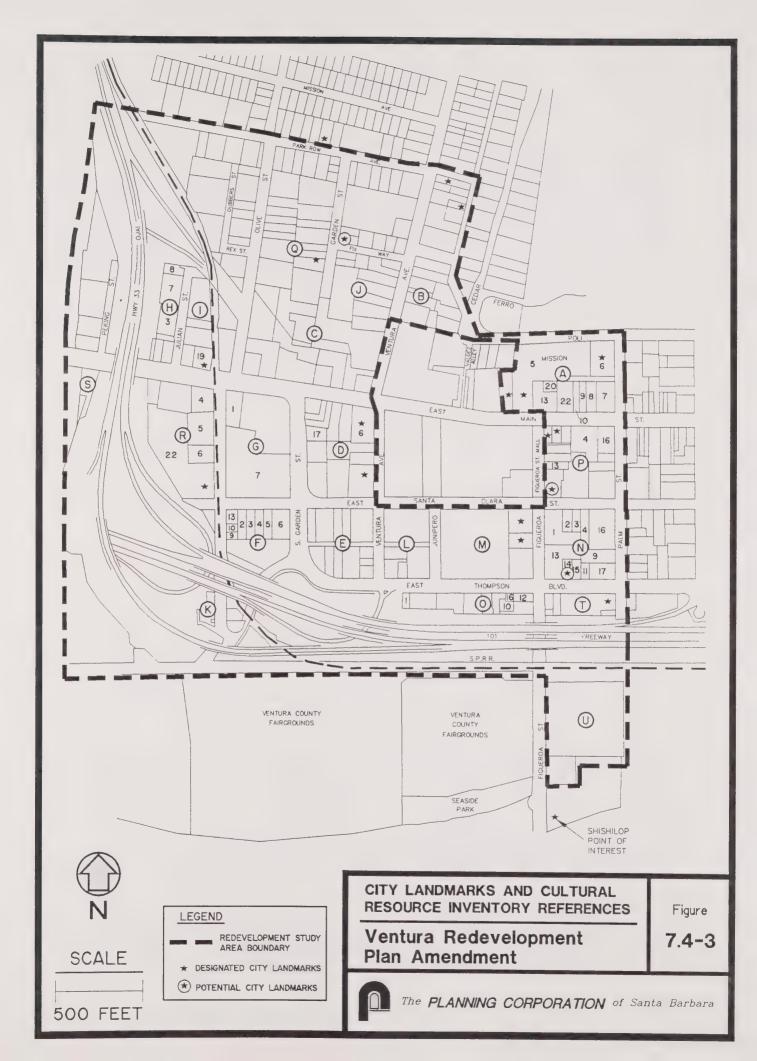
Palm Street 168 South, 180 South, 84 North

An evaluation of potential impacts to other cultural resources (not on the designated Historic Preservation lists summarized above) was conducted by comparing the location of inventoried historic and prehistoric archaeological sites to areas where construction is proposed within the Redevelopment Plan boundary. The primary source documents used to describe the existing site inventory were:

- o Archival Study/Historic Overview of the Downtown San Buenaventura Redevelopment Area May 1980, Greenwood and Associates.
- O Cultural Resource Assessments: Neighborhood Commercial Shopping Center, Peking Street Relocation, Highway 33 Realignment, and Demolition of Police Station, January 1984, Greenwood and Associates.

Parcel numbers referred to in the text of the following assessment are illustrated on Figure 7.4-3, City Landmarks and Cultural Resource Inventory References.







PHASE I DEVELOPMENT

Block A

Parcel

This entire block is considered potentially sensitive for both prehistoric and historic subsurface archaeological remains and for the surface manifestations of significant cultural deposits. Portions of parcels 5 and 6 contain remains indicating possible aboriginal occupation of the area (Clewlow 1975; Bove 1977). The entire Block contains the remains of several periods of occupation including aboriginal, Mission and post-Mission development. The possible existence of a prehistoric settlement, the Mission quadrangle and various adobe structures, mission related activities, and post-Mission land utilization are illustrated on Figures 7.4-1, 7.4-2 and 7.4-3 and summarized as follows:

Number 5 Aboriginal occupation-Mission grounds and related structures-baseball field. 6 Aboriginal occupation-mission quadrangle-Hartman Brewery, Hartman residence-Ventura Brewery, Hartman residence, cabinet shop, hay barn, wagon house, storage structure, hotel - residence. 7 Mission grounds and associated structures - Chaffee, Gilbert and Co. Lumber Yard-Hotel Anacapa-parking facilities. 8,9 Mission grounds and related structures Chaffee, Gilbert and Co. Lumber Yard-Armory

- 10,13, Mission grounds and associated structures and features, cistern various shops.
- 22 Mission related structures undertaker, mortuarysheet metal works.

hall-bowling alley and pool hall.

From the 1700's, until the 1930s, the entire block was a focal point reflecting Ventura's growth and development. Buena Engineers, Inc. (1975:5) has documented that geological tests on a parcel to the west of the Mission yielded between four and five feet of what appeared to be fill or soil mantle materials over exposed underlying formational units. If aboriginal occupation did occur in this area to a greater extent than that described by Bove (1977) and Clewlow (1975), then these remains, together with other possible cultural resources relating to the Mission Period or the early developmental phase of Ventura's growth, may still lie buried beneath the surface under fill or sediment.

Included in Block A is City Historical Landmark #8, the Mission Norfolk Pines. The entire block has been designated on the National Register of Historic Places as the Mission Historical District. The District roughly corresponds with Mission Period occupation of the area although prehistoric occupation has also been established with the presence of Ven-4 and Ven-87.

The excavation of Ven-87 (Greenwood 1975, 1976) yielded aboriginal remains below mission Period foundations which appear to extend easterly below the wall separating the historic park from the Mission school parking lot. The present use of this area includes the Mission, parochial school, rectory, convent, commercial stores, and public agency.

In April of 1980 a surface survey of parcels 5 and 6 yielded indications of aboriginal and historic occupation of the area in the form of both historic and prehistoric deposits. Sparse to medium concentrations of shell were observed including clam, mussel, oyster, Protothaca and abalone with <u>Protothaca</u> and mussel being the predominant species. Depth of cultural deposit was impossible to determine but the presence of a major

settlement is indicated for this general area (Clewlow 1975, Bove 1977). The shell material began just west of Palm Street (where a two story house is located) and continued west into an open playing field where a dense grass cover prevented close scrutiny. Bricks glass fragments, white earthenware and assorted ceramic fragments were also present throughout the both parcels 5 and 6.

There appears to have been some disturbance to the area in the form of grading, dirt removal, fill and dumping probably related to the earlier utilization of the area for the Anacapa Hotel, Armory Hall (which was almost entirely brick) and other structures. However, there is still a good chance that rather than having been extensively graded down or disturbed, the demolition of the earlier structures on all the parcels east of the Mission only impacted the surface. Therefore the potential for subsurface remains in the form of an early Chumash occupation of the area, Mission Period foundations, and remains related to the Mission and post-mission utilization of this block is highly probable. Major anticipated construction related to the Redevelopment Plan is anticipated for Parcels 6, 7, 9, and 10 only. Impacts to cultural resources on this parcel will occur; the observed resources are significant and data recovery mitigation will be required.

Block B

Based on data contained in existing inventories, impacts to cultural resources on this parcel are anticipated to be relatively minor. The inventory of remains on this parcel use nearly identical to Block J. Refer to the Block J discussion below.

Block C

No changes are anticipated on this Block that will result in impacts to cultural resources.

Block D

The only impacts that will occur on this Block are confined to Parcels 17 and 6. These parcels are considered to be potentially significant in terms of surface and subsurface cultural resources based on archival research and surface reconnaissance. Parcel 6 is potentially sensitive based on background research which has indicated that development on this property predates 1892. This portion of the City was important to the early growth and development of Ventura. Historic uses of Parcel 6 includes a woodyard, billiards, bakery, wagon shed, sheds (1892) a brick grocery, hay warehouse, feed warehouse (1906-1910), and the Feraud Building-grocery (1928). The Feraud store and bakery has been designated as a City Historic Landmark (#35). Located on the southwest corner of Main and Ventura Streets, the Bakery and Grocery Store was begun by Jules Feraud in 1903 and held in the family until 1944.

Additional remains relating to the structures which stood on these parcels, other than the standing Feraud Building, may be present under the ground surface in the form of privies, foundations and trash pits, and other features. There is also potential for remains relating to a possible Native American occupation of the area similar to materials found on adjacent parcels. Parcel 17 appears to have very low cultural resource sensitivity. Cultural Resource impacts are anticipated on this parcel and therefore data recovery mitigation will probably be necessary.

Block F

Block F has been identified as part of a Chumash rancheria (Sheridan n.d.: 78-79). Parcel 6 and the area directly below bordered by a surface street on the south contain surface indications of possible aboriginal occupation. Reconnaissance conducted in April 1980 yielded concentrations of shell including Mytilus, Protothaca, Tivela, pecten and Haliotis. This area was previously reported by Bove (1977) to contain much shell mixed with disturbed soil. Considering that the entire area is within a previously defined settlement, the presence of shellfish remains and other artifacts should be expected. Extensive surface disturbance (what Bove terms "shell mixed with disturbed soil with no trace of midden soil") would conform to the intense utilization of the area by non-Chumash occupants from approximately 1890 to the present.

Agricultural activities and dwellings have dominated the land use patterns following the abandonment of the Chumash rancheria. In addition to the shell material, indications of early historic occupation of the area included ladrillo roof tile, hand sawed bone, white enamelware, an abundance of bottle glass and ceramic material.

The surface manifestations suggest that there is a potential for significant subsurface remains of cultural resources relating to Native American occupation of the area. Historically, parcel 6 shows development in 1892 where a dwelling and shed appear. Structural changes occur in 1906, 1910 and 1928 when the property appears to change ownership several times.

The parcels west of Parcel 6 indicate a turn of the century development where small houses, sheds and wood frame structures were built, removed and rebuilt again. Although within the Chumash settlement boundary, no indications of shell or other remains relating to aboriginal occupation were observed on the surface west of Parcel 6. The sequence of development on these parcels is as follows:

Parcel Number

- 2 Small dwelling (1892) which was subsequently replaced in 1906, and again in 1910.
- 3 Small structure, possibly a shed (1892) subsequently replaced in 1906.
- 4 Shed (1892) demolished by 1928.
- 5 Undeveloped until approximately 1906 when a structure is indicated and subsequently replaced in 1910 by a very small structure. The 1928 Sanborn indicates two small sheds in the south portion of the parcel with the 1910 structure gone.
- 9 Undeveloped until around 1906; a shed is indicated for 1910 and 1928.
- A dwelling appears in 1906, subsequently replaced by 1910 with smaller structures which are present in 1928.

In April, 1989 trenching was conducted at this site with no artifacts found. Thus, impacts to cultural resources are not anticipated on this Block and data recovery mitigation will probably not be required.

Block G

The Redevelopment Plan will result in construction on Parcels 1 and portions of 7. There are indications of possible aboriginal occupation in the form of shell material including Mytilus, Protothaca, Haliotis and Tivela. According to Bove (1977:7), the open lot contains a recently graded layer of imported fill material consisting of beach sand with much shell. Whether this is indeed imported fill as Bove suggests or actually the remains of possible Native American occupation cannot be confirmed at this stage of investigation. A surface reconnaissance of the parcel in April 1980 confirmed the existence of a layer of shell on the surface. However, it is impossible to determine at this point without additional research and/or subsurface testing if this deposit is fill indicating secondary deposition or actually evidence relating to prehistoric occupation of the area.

Parcel 1 has a long history of occupation and appears to have contained the American Hotel (Sheridan n.d.:119). Successive development since the 1860 includes the hotel - (1880s-1890s), several small dwellings and structures (1906), and the Hogue Kellogg Company bean warehouse (1920). The Block has been extensively developed since 1892. The Associated Oil Company owned and developed the area in the 1920s,

and oil facilities are present on the southern portion of the property. The extensive prior earth disturbance on this Block probably has altered both the condition and significance of subsurface deposits. Nonetheless, some form of data recovery will probably be required to mitigate impacts to cultural resources.

Block H

Block (H) is potentially sensitive primarily because a Chumash settlement apparently once occupied the area. According to Harrington's ethnographic notes and field studies by Bove (1977:7), this is the general area occupied by the Mission Period Chumash settlement. Bove states that the presumed village site lies in a depression running north-south which is created by the raised levee embankment to the west and the raised bed of Highway 33 to the east. Although Bove did not find any evidence of aboriginal or Spanish/Mexican period occupation during his 1977 surface reconnaissance of the area, a field inspection of the area conducted in April of 1980 revealed the following surface remains: concentrations of shell including Mytilus, Tivela, Protothaca, pecten, Haliotis and Ostrea and historic debris including oriental porcelain, white earthenware, Japanese porcelain, double green-banded porcelain, other broken ceramic material and bottle glass. According to Robert Lopez (1980, pers, comm.), the Mission Period settlement occupied the area further east of the existing levee and Peking Street and is probably under Highway 33. The surface reconnaissance, however, did confirm the presence of shell, mainly fronting the west and east sides of Peking Street and increasing in quantity proceeding east from the developed lots. The majority of the shell and historic debris was concentrated on the east side of Peking Street near the Highway 33 embankment, and its integrity as a primary deposit could not be evaluated from surface observation. Recent test excavations failed to confirm the presence of the historic Chumash settlement on Block H. Impacts are anticipated from construction on this block and data recovery may be necessary to mitigate impacts.

Block I

Cultural resource sensitivity on this Block is limited. The primary resource of significance is the Ortega Adobe, City Historic Landmark (#2). Built around 1855, this structure was partially destroyed by floods and an earthquake. There seems to be some unresolved conflict in the local literature about the date of construction; the landmark roster supplies a construction date of 1857. As restored, the Ortega adobe remains one of the only standing examples of early habitation of Ventura dating to the 1850s and 1860s. Located on parcel 19, the adjacent parcel to the east also housed the Dubbers structure (Sheridan n.d.:119). The house was apparently standing in the 1870s and remains relating to its occupation are probably still buried under the surface of this parcel. Only limited development has occurred on these two parcels in the last 100 years and surface disturbance has been minimal. Possible foundations similar to those found by Kirk (1978) and Browne (1966, 1973) may still lie below the surface. Both Chinese and Native Americans have owned land within this area. The construction of the railroad line did not greatly impact the area and the tracks were laid without much subsurface excavation.

The other parcels within this Block do not appear to contain potentially significant surface or subsurface remains of cultural resources based on extensive archival and background research. All other parcels appear to be post 1906 in nature and reflect a predominantly late growth and development related to the automotive industry which developed in the 1910s and 1920s in Ventura. Although impacts to cultural resources from construction on this Block will be minor, some data recovery may still be necessary.

Block J

The remains of several structures mentioned by Sheridan (n.d.: 119), may still exist on the parcels, buried intact below the present surface. These structures include undocumented adobes and the Peralta home along with sheds and other various structures. There is a definite probability that remains are still present under existing structures in Block J. Considering the results of monitoring across the street on the northeast corner of Main and Ventura Avenue (Kirk 1978), there is still potential for remains well below the surface in the form of trash pits, privies and foundations. These early adobe structures and dwellings represent an era

in Ventura's historical, social and economic development which is of considerable value to historical, social and economic development which is of considerable value to historian, anthropologist and archaeologist in reconstructing past lifestyles, cultural interaction and assimilation, and contributions to social and economic factors relating to the growth and development of Ventura as a City and County.

No other parcels appear to contain significant surface or subsurface remains of cultural resources based on archival investigation conducted for this research area. If impacts occur within this Block, they should be relatively minor. Limited data recovery may need to be undertaken.

Block K

The parcels in this area reflect a turn of the century developmental phase with the majority of the structures appearing to be small dwellings post-dating 1906. The majority of the property within this block has undergone substantial impacts and modifications caused by the construction of the Freeway, interchange, and landscaping. From the 1880s until the construction of the Freeway, Meta and Santa Clara Streets continued further west to the River and another north-south trending street now under the Freeway called River Street existed west of Olive (Elder) Street. Sanborn maps of 1906, 1910 and 1928 show housing development in Block K, "automobile camps," and portions of the Hobson Meat Packing Plant, all north of Harbor Boulevard and west of Olive Street. Background research has revealed, however, that extensive excavation, grading and clearance of the area has limited the potential for significant subsurface cultural resources. Therefore, no impact is anticipated as a result of proposed development in this area.

Block O

A substantial amount of new construction is anticipated to occur on this Block.

Cultural resource sensitivity in the western half of the Block (Parcels 1, 2, 17 & 5) is limited to the potential for buried remains relating to the Mission garden wall which according to various maps and descriptions appears to have run east-west fronting the parcels on the southern portion of East Thompson Blvd. The garden wall was noted as being almost six feet high, made of adobe and still standing in the 1870s. The potential for remains of this garden wall in the form of foundations and tile cap, or other evidence of the Mission's agricultural activities, is the reason for designating the sensitivity of these parcels.

The eastern half of Block O is designated as being potentially sensitive. Some parts of the Block were developed as early as 1892 (Sanborn maps) and contained dwellings which appear to be small houses. These structures continue to appear on succeeding Sanborn Maps (1892, 1906, 1910, 1928). In addition to the potential for subsurface remains relating to prior historic use (including privies, trash pits and foundations), there is also a very good probability that remains of the early Mission garden adobe wall and other features may still be present under portions of these parcels

These Parcels are also potentially significant due to the fact that a possible sweatlodge is referenced for this general area. From all indications, the sweatlodge would not have taken up all the land encompassed by the entire western half of the Block; however, due to the vagueness and incomplete discussion of the Chumash sweathouse it is impossible to pinpoint more accurately its exact location; "...one was located about four paces beyond the south wall of the Mission garden, located about where the yellow-painted house is now. This house is the last one on the left side of First Street west of Figueroa" (Hudson 1979:11). Significant deposits are present on this Block according to existing data and therefore data recovery mitigation will probably be required.

Block P

Based on extensive background research, the parcels on this Block may contain potentially significant surface subsurface remains (particularly relating to Chinese occupation) Although much of this area appears to have been developed after 1910 with the majority of the standing structures built in the 1920s or later. Several important architectural features are present including the SooHoo property and the Pierano Store built in 1876. Major construction activities are only anticipated on Parcels 4, 13 and 16. Cultural resource impacts are anticipated on this Block.

Block Q

Based on information in existing inventories, no cultural resource impacts are anticipated on this Block.

Block R

Several significant cultural resources may be impacted by construction on Parcels 4, 5, and 6 on Block R. Either Parcel 4 or 5 may have been the location of the Dugene Pierre adobe in the 1860s and 1870s which was destroyed by flood waters from the Ventura River. Many of the adobes (including the extant Ortega Adobe) were damaged by several major floods. Adobes located near the River which in the past coursed very close to Olive Street, were particularly susceptible. Sheridan (n.d.) reported that Dugene Pierre, Juan Bravo, and Jose Arnaz occupied adobes just west of the Southern Pacific Railroad line, placing them within the Parcel 4-5-6 area. 1855 and 1870 maps of Main Street indicate several structures are present across from the Ortega adobe, although exact locations are difficult to determine. However, even with some margin for error, the corresponding locational information places structures on Parcel 4, 5 or 6. From the 1870s to the twentieth century, the ground surface near the River was lower than it is presently. Fill was added in later years to prevent flooding and to level off the streets and surrounding area. Directly west of the Ortega structure, there was a significant descent to the River bottom; however, during excessive rainfall, flooding was still common. Finally with the construction of the levee, major flooding of the Main Street area, common during the prior years, ceased.

The deposition of alluvium deposited on this Block by successive periods of flooding and deliberate episodes of fill enhances the potential that subsurface cultural remains, foundations, or other deposits are present on these three parcels. Similar types of foundations were found two to five feet below fill, relatively intact within the project area in other locations (Browne 1966, 1973, 1978a; Kirk 1978); this condition indicates that where subsurface modifications have not been deep or extensive, the remains of early adobe foundations and related features may still be intact below present ground surface.

Bove (1977:9-10) states:

A number of adobes were constructed along East Main Street west of the Mission to the Ventura River. Only one of these adobes, the "Ortega Adobe," has been preserved. In all likelihood, numerous foundations to these historic buildings exist under present streets, sidewalks and modern buildings.

Parcel 22 has been designated a City Historic Landmark (#23). Located at 235 West Santa Clara Street, it was originally the Hobson Brothers' meat packing business which was established in the 1870s. The southern portion of the parcel which still contains many structures was the area most extensively utilized by the Hobson Brothers during the late 1800s and early 1900s. There are no plans to modify this structure.

There is some indication that potentially significant subsurface cultural remains still exist on Parcels 4, 5 or 6. A review of archival information references a post-1910 development of these parcels predominantly utilized in the 1920s as "automobile camps" and a plaster lime shop. Based on available data, some impacts to cultural resources are anticipated and data recovery will probably need to be conducted.

Block T

Most portions of this Block are designated as potentially sensitive cultural resource areas. Clewlow (1975), Greenwood (1975, 1976), Lopez (1976, 1980), Bove (1977) and Hudson (1979) discuss the nature, extent and importance of the San Miguel Chapel site. Nominated and accepted to the National Register of Historic Places, it is also a City Landmark (#16). The National Register boundaries encompass most of the Block.

Prior excavations have produced evidence of the chapel which was built in 1782 and 1819. The remains have lasted through rebuildings, floods, earthquakes, two middle class Victorian homes and a service station with underground tanks. Excavations undertaken since 1974 at San Miguel Chapel have produced foundations of river cobbles of the first two chapels, a bell tower foundation, a series of four small brick piles, floor tiles, steps leading to a raised altar, and portions of an aqueduct west of the foundations. Despite the impact to the area and localized disturbance, many features, historic materials and undisturbed foundations were uncovered. Similar situations have occurred at the Ven-87 site (Greenwood 1975, 1976), and various trenching and monitoring activities near the Mission (Browne 1966, 1973, 1978, 1978a), where intact cultural resources were found present below the ground surface in other areas which have also seen several periods of development and subsurface impact.

The western portion of the Block is included as a potentially sensitive cultural resource area not only because of its close proximity to the San Miguel Chapel remains, and also due to the fact that a dwelling dating from 1886 and possibly earlier (Sanborn) to the 1920s rested on this lot. Now vacant, the area still may contain remains dating to the 1880s and possibly earlier, buried under existing parking facilities. Significant archaeological deposits are present on this Block and data recovery mitigation will need to be conducted prior to construction of new structures.

PHASE II DEVELOPMENT

Block E

Several portions of Block E appear to contain potentially significant surface and subsurface cultural resources. Bove (1977:6) described shell in a disturbed soil matrix on parcel 15, referring to it as probable secondary deposition. Further recent testing confirmed this conclusion. A surface reconnaissance was conducted in April 1980 by Greenwood and Associates at which time other areas within Block E also contained visible shell along with historic remains indicating possible pre-1900 occupation of the area.

Along the southern periphery of the Block, there are substantial amounts of shell including Mytilus, Protothaca, Tivela, and pecten. Since this area was formerly a Chumash settlement, the shellfish possibly represents remains of Native American occupation. One parcel within Block E also contains surface indications of possible aboriginal occupation in the form of Protothaca, Mytilus, Haliotis and Tivela, and remains indicating possible pre-1890 occupation of the area including flow blue and plain white earthenwares, Japanese porcelain, and an abundance of bottle glass and other ceramic fragments.

All of the parcels on this Block may contain potentially significant subsurface cultural remains based on archival research and surface reconnaissance. Because these parcels are within the area of the Chumash rancheria of Sisholop and because shellfish have been located on the surface of most parcels, there may be significant deposits relating to the early occupation of this area by Native American occupants. There is no indication that parcels within this Block have undergone extensive prior impacts (which would have damaged archaeological site) except the northeastern corner of Garden and Thompson Streets which has been altered by widening surface streets. According to street profile and plan maps for the area, grading has been rather limited and very shallow, while in many instances, fill has been utilized to level the area since it was a low spot in the past which collected water when flooding from the Ventura River occurred. Therefore, there is considerable potential for both historic and prehistoric subsurface remains on this Block. Both intact aboriginal and historic features and deposits may be present.

All of these parcels in the north half of the Block appear to have been developed after 1910 (and a few as late as the 1920s). There does not appear to be any potentially significant subsurface cultural remains on these northern parcels due to the late period of development. However, the presence of shell on adjacent parcels in the Block and the presence of both the historic and Mission period settlement in this area suggests a close monitoring of the area when buildings and parking areas are removed should be done to determine if prehistoric deposits are present. Any indications of Chumash occupation should be studied. Data recovery and mitigation planning will be required prior to development on this Block.

Block L

The entire area within this Block indicates a post-1906 occupation. Background research failed to yield data substantiating potential for significant surface or subsurface cultural resources on this Block. The late occupation of this area was confirmed by a land use history evaluation that documented relatively recent uses of the Block for housing, and small privately owned businesses including a welding shop and automotive repair shop. Some Chumash occupation may have occurred on this Block. Subsurface testing should be performed to determine if significant intact deposits are present.

Block M

The entire area within this Block is considered sensitive. That Block has undergone extensive changes in the past and has supported a variety of historically important structures (including occupation by the Chumash) which makes this Block highly significant for cultural resource values. Remains relating to Native American occupation were uncovered during the 1922 remodeling of the County Courthouse. The <u>Ventura Star Free Press</u> (May 1922) mentions that during the remodeling phase, foundations were uncovered, one on top of the other, all very deep, indicating an aboriginal settlement had been identified. No mention in these newspaper reports of exactly where the finds were, how deep the remains were, or what artifacts were found in association. Conceivably, the observed structures were either sweatlodges or other large community structures. The reported remains were not necessarily prehistoric in time but possibly were related to Mission occupation similar to deposits found directly across the street (Browne 1966, 1973, 1978a).

Over the past one hundred years, this Block contained not only the County Courthouse (1873), the County Jail, the County Hospital and the May Henning Public School (1920s), but also various storage structures, sheds and boarding houses. Remains relating to these structures in the form of foundations, trash pits, privies or other associated features may still lie buried under the parking facilities and exposed ground surface. Native American remains were uncovered in the past well below the surface suggests that the entire Block has not been extensively impacted over the years. The potential for other significant subsurface resources in the general area is considered high.

A structure located on the northeast corner of the Block has been designated a City Historic Landmark (#33). The structure, constructed in 1897 on the southwest corner of Figueroa and Santa Clara Streets, was utilized by the Peirano family until 1976. It is a one and one-half story wood frame dwelling with a gabled roof. Subsurface features relating to the early use and maintenance of the home (since 1897) probably still are present on the property surrounding this structure. This building represents one of the few structures of its type remaining within the project area, and deposits related to its occupation could prove to be significant in better understanding early life in Ventura as well as better documenting the history of the Italian portion of Ventura's early population which included such pioneer citizens as Francisco Righetti, Peter Constancia, Antonio Solari, Alex Gandolfo and Antonio Schiappapietra.

The southeastern corner of the Block has also been occupied since 1892 (and possibly earlier). By 1906, a residence along with a hay barn are identified in old maps of the City, but by 1910 a new structure had been constructed. The parcel has been continuously occupied structurally since 1892 and prior disturbances appear to have been only superficial suggesting that remains relating to the 1892 occupation of the parcel may still exist below the ground in the form of privies, trash pits or other significant features.

The western half of the Block has been developed since 1886 (and possibly earlier). With an addition in 1890, by 1892 the structure was removed and a new one built. The new building existed until 1910 and was replaced in 1928 by a subsequent structure. Parking facilities and various structures now occupy the area. Subsurface remains or deposits relating to the pre-1900 occupation in this area probably still remain below the present ground surface. Potentially significant remains relating to Native American occupation of the area are probably also present. Data recovery mitigation planning will need to be conducted on this parcel.

Block N

This Block is considered potentially significant because both historic and Native American subsurface cultural resources are undoubtedly present in considerable abundance. Developed in the late 1870's, the primary use of the entire Block into the 1890s appears to be related to cattle raising (at least the eastern portion of the Block). Only one parcel appears to have contained a sizeable dwelling and associated structures from 1886-1928 (Sanborn maps). The existing developments on this Block do not appear to have extensively impacted subsurface remains and there is a potential for cultural remains relating to early cattle raising and settlement. Occupations as early as 1812 may be represented in the subsurface deposits on this parcel.

Recent monitoring activities (Browne 1980, pers. comm.) and excavations at San Miguel Chapel (Lopez 1976, 1980) directly south and southwest have yielded evidence of portions of the early Mission aqueduct on the southwest corner of Thompson and Palm Street. The probable route of the aqueduct system is illustrated and discussed by Brown (1974, 1978a, 1978b; Lopez 1976, 1980). From information gathered to date on the route of the aqueduct, it apparently descended from the Mission garden to the lavanderia near the southeast corner of Main and Figueroa Streets, continued east to the vicinity of Palm Street and then proceeded south to the San Miguel Chapel. From this point, it turned to the west and paralleled the north side of Thompson Street and continued west to the lagoon which existed west of the Redevelopment boundary during the Mission Period. Portions of the aqueduct in the area of the Chapel date to approximately 1812.

Parcels in the northwest corner of the Block appear to be related to post-1882 utilization and remained undeveloped into the 1900s. Based on information obtained from Sanborn maps 1886-1928 and photographic information on file at the Ventura County Historical Museum, sequential development on the parcels within this Block (illustrated on Figure 11-3) included construction of:

Parcel Number

- Two small dwellings or sheds (1886) continuing until 1928 when a hotel is listed.
- Lime and cement business (1886) small structure (1892) undeveloped (1910).
- 3,4,9,10 Mission aqueduct-Woodberry and Company Lumber Yard (1886), including sheds, storage facilities, nail and tack sheds, lumber house and small dwellings indicating a possible office and sleeping quarters-undeveloped (parcels 3 and 4) in 1892-1910, while small sheds and structures continue on parcels 9 and 10 into 1928.
 - Small dwelling and hay barn (1892) continuing through 1928.

- 14 Undeveloped until 1928.
- 15 Hog barn (1886) undeveloped 1892-1928.
- Part of Woodberry and Company Lumber Yard (1886) dwelling where band practicing is indicated for the southwest corner of Palm and Santa Clara Streets (1892) dwelling and outhouse (1910) kindergarten and dwelling (1928).

The Mission aqueduct probably proceeded along the eastern portions of lots 9 and 16, and portions of lots 1, 11, 13 and 15 (Lopez 1980, pers. comm.) where it appears that a possible branching of the aqueduct took place with one line traveling almost north-south and the other roughly northwest-southeast. Parcels 9 and 14 both contain City Landmarks. Impacts to significant cultural resources will occur and data recovery mitigation will be required.

PHASE III DEVELOPMENT

Block U

The southern portions of parcels 5 and 6 have been identified as the remains of the coastal village of Shisholop (Greenwood and Brown 1967, 1969). Development in this area has been rather extensive over the past 60 years and combined with natural forces (including floods and receding coast line) the historic Chumash settlement of Shisholop which was once present on this parcel has suffered from both erosion and vandalism. The area south of this Block has been made into a park (Promenade Park) and remains of the site stabilized by an elevated concrete walkway and seawall. Shisholop is a City Landmark (#18), and there is a potential that further remains still lie buried in the untested parts of the Block.

Impacts to the central and northern portion of this Block has been extensive; the 1928 Sanborn Map indicates that the Associated Oil Company developed the area for oil storage and associated structures. Although substantial impacts have occurred in the northern portion of the Block, further development in the southern portion should be closely monitored due to the close proximity to Shisholop. There is no apparent cultural resource sensitivity relating to post-aboriginal occupation of the Block; however Fernando Librado (Hudson 1979) indicates that adobe manufacturing with kilns and ovens for brick and tile occurred in the area of the southernmost oil tank under what is now Harbor Blvd. on the west side of Figueroa Street. Prior to development of this Block, a testing program should be conducted and if significant deposits are encountered, data recovery mitigation should be performed.

MITIGATION MEASURES

The construction of most components of the amended Redevelopment Plan will result in some impacts to cultural resources. Such impacts are inevitable because the land within the Redevelopment Plan boundary has been occupied continuously and intensively for over two hundred years. The City of Ventura has established an excellent on-going cultural resource management program for the downtown area which complies with both Federal and State law. This program has been performed by excellent consultants and a series of important and valuable research contributions to California history have resulted. The Redevelopment Area cultural resource program is a model plan that has been duplicated successfully in other cities in California. The continuing implementation of this data recovery and interpretive program will substantially mitigate impacts associated with redevelopment construction planned for the next several decades.

Impacts associated with construction resulting from implementation of the Plan include the removal of all or portions of historic and prehistoric archaeological deposits, possible destruction of standing structures with some historic or architectural significance, and potential disturbance to places sacred to Chumash descendents. The consequences of these impacts include the loss of information about the history of Chumash cultural evolution and the disturbance of sacred places (e.g., the sweatlodge structure apparently once located on Block O).

The review of cultural resource sensitivity presented in the prior section outlines probable impacts associated with implementation of the Plan. In many parts of the downtown area, prior construction and grading activities have altered the condition and significance of subsurface remains rather extensively. In some cases, it is likely that impacts from prior episodes of construction have disturbed archaeological deposits to the extent that these deposits would not meet the basic tests of significance mandated under CEQA. However, until subsurface testing is conducted, the condition and significance of archaeological deposits cannot be ascertained. If significant deposits are present, all of the following soil modifying activities have the potential to impact cultural resources:

- o clearing and grubbing
- o grading and cut/fill operations
- o construction storage yard, staging, and parking uses ancillary to a development program
- o excavation for building footings
- o road and utility installation, and
- o major landscaping programs.

Although impacts cannot be specified with certainty on a Block by Block basis at this time, it is anticipated that construction activities on most parcels could result in cultural resource impacts. Therefore, testing programs need to be undertaken systematically prior to implementing construction activities on most parcels.

Recommended Modifications to the Redevelopment Plan Text

To mitigate impacts to cultural resources, the language in the existing Redevelopment Plan [I. Section 609 (1)] addressing cultural resource impacts should be modified in the following manner. [The consultants recommended additions are presented as underlined words; recommended deletions have been overstruck].

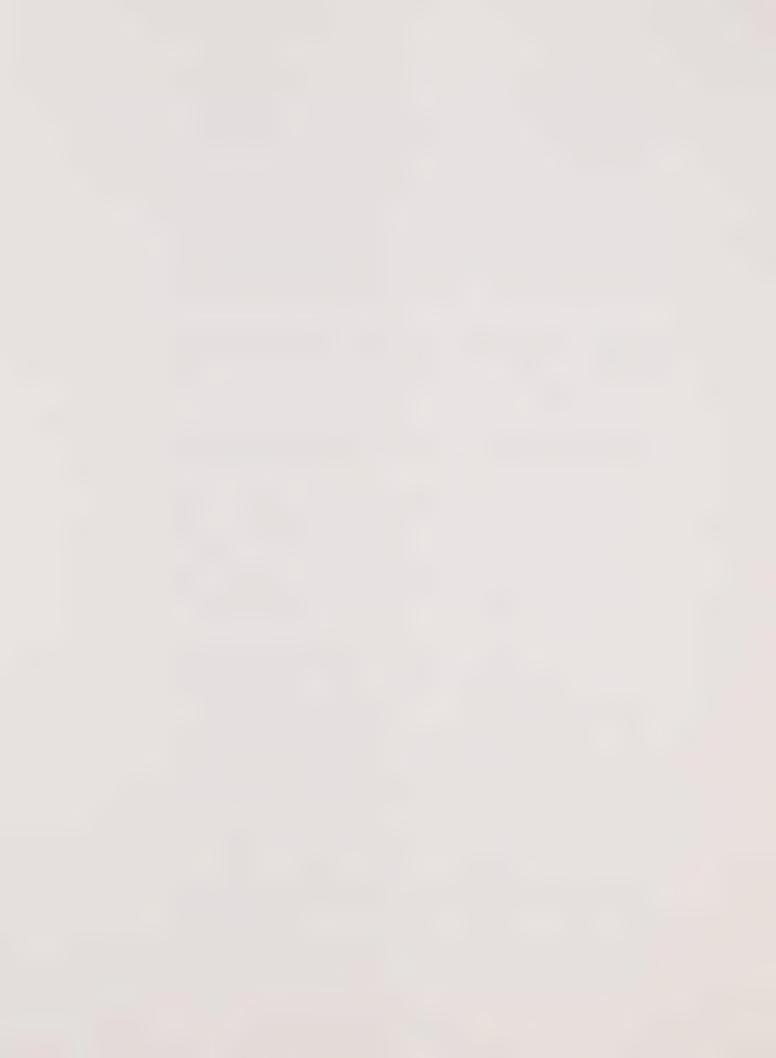
- b. "The following shall be made a condition of approval of any new construction in the Project-Area-which is located adjacent to designated historic features, building, or landmarks Redevelopment Plan boundary:
- (1) New construction shall be set back from and be architecturally compatible with the historic features, buildings, or landmarks. New construction shall comply with Art in Public Places and Design Guidelines contained in the Redevelopment Plan as required by the Historic Preservation Commission.
- (2) If a significant historic structure will be demolished as a result of Redevelopment Plan implementation, an historic structure report shall be prepared by a qualified architectural historian describing the history and significance of the building. Elevations and photographic documentation of the structure shall be provided in this report. The report shall be filed with the State Office of Historic Preservation Clearinghouse and with local museums, agencies, and historic societies.
- (3) Prior to demolition, an opportunity shall be afforded to the public to relocate or remove structures that are historically significant.

The following shall be made a condition of approval of any new construction in the Project Area:

- (1) Archaeological test excavations, including-limited-exeavations, designed and implemented in by trained historic and/or prehistoric archaeologists, shall be carried out in those areas designated sensitive in the June, 1977 UCLA Archaeological Survey and the May, 1980 Archival Study/Historic Overview. A continuously updated sensitivity map shall be maintained by the Redevelopment Agency. The investigation shall determine the probable areal and vertical extent of archaeological remains, provide-a-profile-of-artifact-types-and-subsistence related behavior-at the-location and determine whether the deposits are in situ and meet CEQA eligibility requirements. The investigation report shall include a plan for mitigation complying with Appendix K of CEQA if significant deposits are encountered of any expected impacts or for further-testing if necessary.
- (2) If determined eligible under CEQA impacts to a significant historic or prehistoric archaeological site within a project area shall be mitigated through a data recovery program. Financial limitations in Appendix K of CEQA shall apply unless construction is undertaken with Federal Funds in which case mitigation funding shall comply with and be limited only by Federal Standards and guidelines.
- (3) If feasible, construction impacts to archaeological deposits shall be minimized through the use of less destructive footing construction technology (post-tensioned slabs, pier footings, etc.).
- Once a mitigation data recovery program has been completed, a qualified archaeologist shall be present at during all excavation activity, including preliminary soil investigations and trenching for foundations, utilities, and grading. in-the--Project--Area. When items of historic or archaeological value are uncovered, work shall be halted for a time period reasonable to the Agency to assess the features and, if necessary, prepare a plan to preserve or recover them. If the proposed project is located in an area with prehistoric or historic Chumash sites, then a Chumash descendant shall also be retained to perform monitoring.
- A periodic systematic inspection shall be made by a qualified paleontologist of any Pleistocene deposits which are cut by excavation activities. When finds are made, construction equipment shall be diverted away from the critical areas and the fossils identified and removed. Clauses shall be inserted in grading and building permits requiring the developer to contact the Ventura County Historical Society, the Los Angeles Natural History Museum, and/or the Invertebrate Paleontologist at the UCLA Department of Geology when a discovery is made. These agencies shall be notified of grading plans and schedules, site maps, pertinent sections of geologic reports, and EIR sections relating to paleontological conditions. They shall be permitted to inspect the construction sites and assist the on-site inspection in collecting fossil materials.
- (6) Any development project involving Federal funds or federally subsidized loans or grants shall comply with the requirements of 36 CFR 800. The State Office of Historic Preservation shall be consulted to assist in the implementation of relevant Federal guidelines and standards of evaluation. Initial cultural resource evaluations shall be conducted on any properties that the City contemplate purchasing with Federal assistance.

Residual Effects: Not significant if these changes are incorporated into the Plan as recommended.

8.0 1	MPACTS O	F SUBSTAI	NTIAL PU	BLIC CON	NTROVERS	SY



8.1 HAZARDOUS MATERIALS

This section of the EIR/EIS was prepared jointly by the Planning Corporation and Bruce Knudtson, Ph.d. hazardous materials specialist. The purpose of the hazardous materials sections is to describe the existing hazardous material conditions within the Redevelopment project area and to evaluate how these hazards could effect the suitability of contaminated properties for redevelopment.

EXISTING CONDITIONS

Scope and Methodology

The hazardous materials analysis includes a review of readily available government and private records relating to hazardous material and waste use, storage, generation, and disposal on specific parcels. Available data sources do not suggest that hazardous materials or wastes, other than petroleum products, are present in any significant quantities within the project area. Thus, this section focuses on the presence, suspected presence and potential impacts of hazardous petroleum products materials and wastes in above or below ground containers. Containers are defined as:

- O Underground hazardous material storage vessels, including tanks, pits, ponds, lagoons, sumps, and any other underground hazardous materials storage vessels or any such vessel in contact with the ground.
- o Piping associated with such vessels.
- o Surface storage tanks and associated pipes and equipment.

The emphasis of the study program was on parcels to be acquired by the Redevelopment Agency; some consideration was given (when appropriate) to parcels adjacent to property designated for acquisition.

Regulatory Agencies and Legislation

State Agencies

The State Water Resources Control Board was established to exercise the adjudicatory and regulatory functions of the State in the field of water resource management. The Board's basic water quality powers apply to toxic wastes; moreover, the Board has been given specific authority to deal with toxic discharges from underground storage tanks, underground injection wells, and surface impoundments. The Board's principle concern is with the contamination of groundwater resources by materials leaking from underground tanks.

The State Department of Health Services, Toxic Substances Control Division is empowered to protect public health and the environment from the effects of toxic wastes. This protection is afforded through various measures to regulate hazardous waste generators, treatment, storage, and disposal facilities, and transporters of hazardous waste.

The State Office of Planning and Research publishes a Hazardous Waste and Substance Sites List¹. This is a consolidation of site data received from the State Water Resources Control Board, the California Waste Management Board, and the State Department of Health Services.

¹ Pursuant to Government Code Section 65962.5 relating to development projects.

The State Department of Conservation, Oil and Gas Division has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells and maintains maps showing the location of wildcat oil and gas wells.

The State Office of Administrative Law publishes a guide designed to assist with the identification and location of state regulations relating to toxics. This guide collects in one volume regulations currently (as of June 1986) administered by the various California State Agencies that pertain to hazardous substances and hazardous waste².

Applicable Administrative Legislation

Hazardous materials and hazardous wastes are defined by the Health and Safety Code. The following petroleum products are considered hazardous: gasoline, tetraethyl lead, TEL, other organic lead, diesel fuel, fuel waste, oil and water, oil ash, waste (or slop) oil³.

Two State laws regulate underground hazardous materials storage tanks: AB 2013, which requires all owners of tanks to register them with the State Water Resources Control Board and pay a registration fee, and AB 1362 which requires owners of tanks to obtain a Permit to Operate from the local agency and to install a leak detection system. The local agency for the City is the Fire Department⁴. Permits are required to abandon tanks either by removal or in place. Current policy within the County of Ventura (County) requires abandonment by removal unless removal may threaten the stability of a structure⁵.

The restoration of abandoned well sites and the handling of oil field wastes and refuse are regulated by the Department of Conservation, Oil and Gas Division⁶. These regulations do not apply to petroleum products in general, but only to those generated by or associated with oil field operations.

A list of permitted hazardous material handlers within the Area is maintained by the City Fire Department⁷.

The Environmental Health Department, County of Ventura maintains a list of permitted hazardous waste generators within the Area⁸.

Hazardous Materials Inventory

The following detailed discussion of existing hazardous material conditions within the Plan boundary is organized by Block. Information about hazardous materials present on each parcel potentially subject to acquisition is presented in Appendix F.

- 2 "California State Guide to Regulations on Toxics", CAC 26, June 1986.
- 3 For list see: CAC 22-66680(d) and CAC 22-66680(e).
- 4 "Underground Hazardous Materials Storage Tanks Reference Manual", County of Ventura, April 1987.
- With reference to closure: Stat Ref Hlth Sfty Code, Sec. 25298; Stat Auth Hlth Sfty Code, Sec 25299.3; CAC 23-2670, CAC 23-2672 (Water Resources Control Board).
- Well site restoration: Stat Auth Pub Res Code, Secs 3013, 3106; Stat Ref Pub Res Code, Secs 3106, 3208; CAC 14-1776. Oil field wastes and refuse: Stat Auth Pub Res Code, Secs 3013, 3106; Stat Ref Pub Res Code, Sec 3106; CAC 14-1775.
- 7 As directed by Hlth Sfty Code, Secs 691 to 695.
- 8 Stat Auth Hith Sfty Code, Sec 208; Stat Ref Hith Sfty Code, Secs 25159 and 25159.5; CAC 22-66470 to 66515 (Article 6).

Block D

This Block is roughly defined as the area bounded on the south by West Santa Clara Street, on the west by South Garden Street, on the north by West Main Street, and on the east by South Ventura Avenue. It consists of thirteen parcels of which three are slated for acquisition.

There are two permitted hazardous waste generators within the Block but not on parcels planned for acquisition. These are the D&G Body Shop at 38 West Main Street (FAC ID 173, parcel 073-0-021-050) and Hall Place Antiques at 50 West Main Street (FAC ID 1554, parcel 073-0-021-040). No environmental audits have been performed on any parcel in this Block.

Block E

This Block is roughly defined as the area bounded on the south by East Thompson Blvd, on the west by South Garden Street, on the north by West Santa Clara Street, and on the east by South Ventura Avenue. It consists of twelve parcels, all of which are intended for acquisition.

There are two permitted hazardous waste generators within the Block, both on parcels planned for acquisition. These are the Highway Garage at 77 West Thompson Blvd (FAC ID 1027, parcel 073-0-111-150) and Wonder Bread at 72 West Santa Clara Street. (FAC ID 2134, parcel 073-0-111-160).

Three parcels appear on the Hazardous Materials Release List. Wonder Bread (72 West Santa Clara Street, parcel 073-0-111-160) reported a release of gasoline which was discovered during removal of a tank on 11-06-87. Continental Baking submitted a report of assessment on 03-01-88 to the Regional Water Quality Control Board. Board comments were pending as of 12-01-88. Southwest High Pressure (33 West Thompson Blvd, parcel 073-0-111-120) reported a release of an unknown material from a leaking tank which was discovered during a site inspection on 03-17-88. As of 12-01-88 an assessment was still pending. The Nine To Five Carwash (102 South Garden Street, parcel 073-0-111-010) reported a release of gasoline which was discovered during removal of a tank on 01-04-88. No assessment report was on file as of 12-01-88.

An environmental audit was performed on one parcel in this Block. McClelland Engineers surveyed the "Jedeka" site (parcel 073-0-111-120, 33 West Thompson Blvd). There was no evidence of contaminated soil where an underground tank had been removed by the owner on 02-20-88. Underground pipes were discovered, as were two oil sumps containing oil, sludge, and oily water. These items were removed from the site on 05-18-88; on 05-25-88, McClellend Engineers stated that there was no significant contamination onsite. ¹⁰

Block F

This Block is roughly defined as the area bounded on the south by Highway 101, on the west by Highway 33, on the north by West Santa Clara Street, and on the east by South Garden Street. The Block's west end is bisected by a Southern Pacific railroad line. It consists of nine parcels, five of which are intended for acquisition.

⁹ McClelland Engineers: "Preliminary Evaluation of 4 Sites for Potentially Hazardous or Toxic Soils", Job No. 0587-9855, 01-27-88; "Site Evaluation - Five Site for Potentially Hazardous or Toxic Soils, City of Ventura, California", 02-18-88; "Addendum Site Evaluation - Five Sites, Site No. 3 - "Jedika", MEI No. 0587-9855; "Estimated Additional costs, Removal of Hazardous or Toxic Materials", 03-18-88.

¹⁰ McClelland Engineers: "Addendum, Site Evaluation - Five Sites, Site No.3- "Jedeka"", MEI No. 0587-9855, 05-25-88.

There is one permitted hazardous waste generator within the Block, but not on a parcel planned for acquisition. The waste generator is Armored Transport, Inc at 188 West Santa Clara Avenue (FAC ID 11, parcel 073-0-106-020 and -130).

One parcel appears on the Hazardous Materials Release List, but not on a parcel planned for acquisition. Armored Transport, Inc (188 West Santa Clara Street, parcel 073-0-106 and 020 and -130) reported a release of diesel fuel which was discovered during removal of a tank on 02-17-88. As of 12-01-88 an assessment was pending. McClelland Engineers reported that Mr. Brian Clark of the City Fire Department indicated that some contamination was recorded from underground tanks at 174 West Santa Clara Street (parcel 073-0-106-020)¹¹. This release does not appear on the Hazardous Materials Release List because reports are still pending and no further information is available.

Subsurface soils were examined for the presence of organic soil-gases on two parcels in this Block (parcels 073-0-106-040 and -050,). McClelland Engineers issued a report stating that no contamination was associated with any of the five parcels, within the limits of their scope of work 12. A tank (clarifier) at Clean Hole Fluids (105 South Olive Street, parcel 073-0-106-210) was identified as a potential source of subsurface contamination. An unspecified release at 174 West Santa Clara Street (parcel 073-0-106-020) could potentially impact the adjacent site at 162 West Santa Clara Street (parcel 073-0-106-030).

Block G

This Block is roughly defined as the area bounded on the south by West Santa Clara Street, on the west by South Olive Street, on the north by West Main Street, and on the east by South Garden Street. The Southern Pacific railroad line parallels its western boundary. It consists of three parcels, none of which are intended for acquisition.

There are two permitted hazardous waste generators within the Block: Looman Distributing Company at 176 West Main Street (FAC ID 1926, parcel 073-0-012-010) and The Goodyear Tire Service Center at 26 South Garden Street (FAC ID 1337, parcel 073-0-012-100).

No parcels appear on the Hazardous Materials Release List.

No environmental audit was performed on any parcels in this Block.

Block H

This Block is roughly defined as the area bounded on the south by West Main Street, on the east by Julian Street, on the north by access ramps to Highway 33, and on the west by Highway 33. None of the parcels are intended for acquisition.

There are no permitted hazardous waste generators within the Block.

McClelland Engineers: "Proposal and Contract, Evaluation for Potentially Hazardous Materials, Block F, Four Sites, Ventura, California", Job No. P0588-6211, 07-13-88; "Site Evaluation For Potentially Hazardous Materials, BlockF, Ventura", Job No. 0588-6211, 10-18-88.

McClelland Engineers: "Proposal and Contract, Evaluation for Potentially Hazardous Materials, Block F, Four Sites, Ventura, California", Job No. P0588-6211, 07-13-88; "Site Evaluation For Potentially Hazardous Materials, Block F, Ventura", Job No. 0588-6211, 10-18-88.

One parcel appears on the Hazardous Materials Release List, but it is not planned for acquisition. Aqua Chem (85 Julian Street, parcel 071-0-172-075) reported a release of waste oil which was discovered during removal of a tank on 01-29-88. A sampling report was issued by Aqua Chem on 03-30-88. As of 12-01-88 a laboratory analysis was pending.

No environmental audits were performed in this Block.

Block I

This Block is roughly defined as the area bounded on the south by West Main Street, on the west by Julian Street, on the north by North Olive Street and access ramps to Highway 33, and on the east by North Olive Street. It is bisected by a Southern Pacific railroad line. No parcels on this Block are intended for acquisition.

There is one permitted hazardous waste generator within the Block: Smith Oil at 50 Julian Street (FAC ID 725, parcels 071-0-174-014 and -015). Underground storage tanks are currently present on these parcels.

One parcel appears on the Hazardous Materials Release List, but it is not planned for acquisition. Arrowhead (52 Julian Street, parcel 071-0-174-060) reported a release of gasoline and diesel fuel due to a failed tank test on 07-27-87. A geologic report was submitted 12-01-87 and a gas survey report on 01-07-88. As of 12-01-88, Water Quality Control Board comments were pending.

No environmental audits were performed in this Block.

Block J and Boundary Amendment I

This Block is roughly defined as the area bounded on the south by a portion of Block C, on the west by North Garden Street, on the north by Fix Way, and on the east by North Ventura Avenue. Boundary Amendment I adds six parcels to this Block on the north side of Fix Way, between North Ventura Avenue and North Garden Street. Block J consists of seventeen parcels, all of which are intended for acquisition. I

There are no permitted hazardous waste generator within the Block.

No parcels appear on the Hazardous Materials Release List.

Limited preliminary testing and groundwater evaluations are currently being performed on selected parcels in this block.

Block L

This Block is roughly defined as the area bounded on the south by East Thompson Blvd, on the west by South Ventura Avenue, on the north by East Santa Clara Street, and on the east by Junipero Street. It consists of five parcels, all of which are intended for acquisition.

There is one permitted hazardous waste generator within the Block: American Body Shop (FAC ID 249, parcel 073-0-114-080) at 130 S. Ventura Avenue.

One parcel appears on the Hazardous Materials Release List and it is planned for acquisition. The Edwards property (East Thompson Blvd @ South Ventura Avenue, parcels 073-0-114-040 and 073-0-114-050) reported contamination discovered by a city-contracted environmental assessment. Details regarding the contamination are part of the environmental audit report prepared for this site by McClellend Engineers.

An environmental audit was performed on one (and possibly two) parcels in this Block. McClelland Engineers issued a report stating that the "Edward's site", parcel 073-0-114-040 and possibly parcel 073-0-114-050 (although this is not explicit in the report) were contaminated with fuel petroleum hydrocarbons. There are also indications that the parcels are contaminated with lead ¹³.

Parcel 073-0-114-030 (193 South Junipero Street) was the former site of Strong Steel. This blacksmith shop and steel mill may have been the site of past toxic spills and should be evaluated before redevelopment is undertaken.

Block M

This Block is roughly defined as the area bounded on the south by East Thompson Blvd, on the west by Junipero Street, on the north by East Santa Clara Street, and on the east by South Figueroa Street. It consists of four parcels, two of which are slated for acquisition.

There are no permitted hazardous waste generators within the Block.

No parcels appear on the Hazardous Materials Release List. Records indicate that underground storage tanks were removed from the School District property (120 E. Santa Clara Street, parcel 073-0-116-010) in 1985, along with contaminated soil ¹⁴. Some contaminated soil was aerated onsite. New tanks were then installed.

An environmental audit was performed on two parcels in this Block. McClelland Engineers issued a report stating that two locations, adjacent to two existing underground storage tanks on the School District property (120 E. Santa Clara Street, parcel 073-0-116-010), may contain contaminated soil 15. Further survey work was recommended. At the "Olsen" site (177 East Thompson Blvd, parcel 073-0-116-060), McClelland Engineers found no evidence of significant contamination; they reported the site as clean 16.

Block N

This Block is roughly defined as the area bounded on the south by East Thompson Blvd, on the west by South Figueroa Street, on the north by East Santa Clara Street, and on the east by South Palm Street. It consists of eleven parcels, six of which are slated for acquisition.

There are no permitted hazardous waste generators within the Block.

No parcels appear on the Hazardous Materials Release List.

McClellandEngineers: "Estimated Additional Costs, Removal of Hazardous orToxic Materials", 03-18-88; "Site Evaluation - Five Sites for Potentially Hazardous or Toxic Soils, City of Ventura, California", 02-18-88; "Addendum, Site Evaluation- Five Sites, Site No. 5 - "Edwards"", 0587-9855,07-08-88.

¹⁴ McClelland Engineers: "SiteEvaluation - Ventura Unified School District Site for Potentially Hazardous or Toxic Soils, City of Ventura, California", Job No. 0587-9916, 03-01-88.

McClelland Engineers: "Estimated Additional Costs, Removal of Hazardous or Toxic Materials", 03-18-88; "Site Evaluation - Ventura Unified School District Site for Potentially Hazardous or Toxic Soils, City of Ventura, California", Job No. 0587-9916, 03-01-88.

McClelland Engineers: "PreliminaryEvaluation of 4 Sites for Potentially Hazardous or Toxic Soils", Job No. 0587-9855, 01-27-88; "Estimated AdditionalCosts, Removal of Hazardous or Toxic Materials",03-18-88; "Site Evaluation - Five Sites for potentially Hazardous or Toxic Soils, City of Ventura, California", 02-18-88.

An environmental audit was performed on one parcel in this Block. McClelland Engineers issued a report stating that no toxic soils were identified at the "Meta" site (211 East Thompson Blvd, parcel 073-0-121-130). However, two as yet unidentified metal targets were discovered.

Block O

This Block is roughly defined as the area bounded on the south by Highway 101, on the west by South Ventura Avenue and a southbound offramp from Highway 101, on the north by East Thompson Blvd, and on the east by South Figueroa Street. Three parcels are immediately east of South Figueroa Street. It consists of thirteen parcels, seven of which are proposed for acquisition.

There are three permitted hazardous waste generators within the Block, but none on parcels planned for acquisition. These are: C&R Blueprint Company at 104 East Thompson Blvd (FAC ID 69, parcel 073-0-118-050), Norcoast Industries at 88 East Thompson Blvd (FAC ID 88, parcel 073-0-118-170), and Howery's Brake Service at 52 East Thompson Blvd (FAC ID 1037, parcel 073-0-118-020).

There are no parcels on the Hazardous Materials Release List.

No environmental audits were performed on parcels in this Block. It has been reported that two abandoned wildcat oil wells may exist in the vicinity of 104 East Thompson Blvd. 18. Oil and Gas Division records suggest that these wells are buried under Highway 101 and thus no longer pose a hazardous materials risk.

Block P

This Block is roughly defined as the area bounded on the south by East Santa Clara Street, on the west by the Figueroa Street Mall, on the north by East Main Street, and on the east by North Palm Street. It consists of thirteen parcels; five parcels are proposed for acquisition.

There are no permitted hazardous waste generators within the Block.

No parcel appear on the Hazardous Materials Release List.

An environmental audit was performed on two parcels in this Block. McClelland Engineers issued a clean report on the "Soo Hoo" sites (Figueroa Street Mall, parcels 073-0-031-130 and 073-0-031-140)¹⁹.

Block Q

This Block is roughly defined as the area bounded on the south by a portion of Block C, on the west by North Olive Street, on the north by other parcels, and on the east by North Garden Street. It consists of six parcels. No parcels are proposed for acquisition.

McClelland Engineers: "Preliminary Evaluation of 4 Sites for Potentially Hazardous or Toxic Soils", Job No. 0587-9855, 01-27-88; "Estimated Additional Costs, Removal of Hazardous or Toxic Materials", 03-18-88; "Site Evaluation - Five Sites for potentially Hazardous or Toxic Soils, City of Ventura, California", 02-18-88.

McClelland Engineers: "Site Evaluation - Potential Hazardous Materials or Toxic Soils - AssessorsParcel No. 073-0-122-290 - 225 South Palm Street, Ventura", Job No. 0901-6261, 12-14-88.

McClelland Engineers: "Preliminary Evaluation of 4 Sites for Potentially Hazardous or Toxic Soils", Job No. 0587-9855,01-27-88; "Estimated Additional Costs, Removal of Hazardous or Toxic Materials", 03-18-88; "Site Evaluation - Five Sites for Potentially Hazardous or Toxic Soils, City of Ventura, California", 02-18-88.

There is one permitted hazardous waste generator within the Block, but not on a parcel planned for acquisition. This is Tip Top Paint and Body Shop at 145 North Olive Street (FAC ID 189, no parcel number).

No parcels appear on the Hazardous Materials Release List.

No environmental audits were performed in this Block.

Block R

This Block is roughly defined as the area bounded on the south by West Santa Clara Street, on the west by Highway 33, on the north by West Main Street, and on the east by South Olive Street. The Southern Pacific railroad line parallels its eastern boundary. It consists of six parcels, none of which are intended for acquisition.

There is one permitted hazardous waste generator within the Block, N.L. Baroid at 59 South Olive Street (FAC ID 462, parcel 073-0-011-060). Mr. Brian Clark of the City Fire Department indicated that some clean-up activities may have occurred on the site in the past; however, there is no current information on the extent of site contamination, if any.

One parcel appears on the Hazardous Materials Release List. Lost Arrow Corporation (259 or 235 West Santa Clara Street, parcel 073-0-011-225) reported a release of gasoline which was discovered during removal of a tank in September 1986. As of 12-01-88 an assessment was pending. Mr. Brian Clark of the City Fire Department indicated that Lost Arrow Corporation suspected contamination of its property by releases from tanks beyond the north boundary of their property, as well as by another unidentified source, possibly oil field waste. Reports by two independent consultants did not conclusively prove that any significant contamination was present on Lost Arrow Corporation property.

No environmental audit was performed on any parcels in this Block.

Block T

This Block is roughly defined as the area bounded on the south by Highway 101, on the west setback two parcels from South Figueroa Street, on the north by East Thompson Blvd, and on the east by South Palm Street. The Block consists of two parcels; the Redevelopment Agency has no plans to acquire either parcel.

There are no permitted hazardous waste generators within the Block.

No parcels appear on the Hazardous Materials Release List.

An environmental audit was performed on one parcel in this Block. For the parcel at 225 South Palm Street (parcel 073-0-122-290 or -295?), McClelland Engineers issued a report stating that there is some degree of subsurface contamination from petroleum hydrocarbons. The possible source of this contamination is an undetected underground storage tank onsite²⁰.

McClelland Engineers: "Site Evaluation - Potential Hazardous Materials or Toxic Soils - Assessors Parcel No. 073-0-122-290 - 225 South Palm Street, Ventura", Job No. 0901-6261,12-14-88; "Addendum - Site Evaluation - Potential Hazardous Materials or Toxic Soils - Assessors Parcel No. 073-0-122-290 - 225 South Palm Street, Ventura", Job No. 0901-6261, 01-04-89; "Addendum - Site Evaluation - Potential Hazardous Materials or Toxic Soils - Assessors Parcel No. 073-0-122-290 - 225 South Palm Street, Ventura", Job No. 0901-6261, 01-11-89.

Block U: Boundary Amendment II

This Amendment area is roughly defined as the area bounded on the south by Promenade Park, on the west by South Figueroa Street, on the north by Highway 101, and on the east by Paseo del Playa.

The Texaco Ventura Marine Terminal occupies three parcels in this Block: 073-0-240-040, -050, and -130. The Terminal consists of four surface storage tanks and associated pumps and piping used to load and unload oil from tankers. A 12" submarine pipeline runs south from the site to an offshore tanker mooring facility. Three oil feedlines, two active lines (6" and 8") and one abandoned line (diameter unknown), service the facility can handle only crude oil.

The alignment of the feedlines runs from the site north beneath South Figueroa Street, then turns west to follow the Southern Pacific railroad right-of-way as it curves north through Blocks K, F, R, G, and I. The pipelines are buried to a depth of 3-4 feet.

The facility has APCD permits to operate the tanks, as well as permits for the mooring and submarine pipeline. The facility is currently excepted from the requirement that Class 1 liquids be stored below ground. There are no hazardous waste generator permits for the facility.

Summary of the Inventory

There were a total of 82 parcels reviewed for the presence of hazardous materials provided by the City for this evaluation, of these, fourteen contain permitted hazardous waste generators, fourteen have received environmental audits, and ten have been the site of unauthorized hazardous waste releases. Of the 82 parcels studied, 64 are actually intended for acquisition. Of these, only three contain permitted hazardous waste generators, fourteen have received environmental audits, and six have been the site of unauthorized hazardous waste releases. There are no parcels within the Area currently on the State Hazardous Waste and Substances List. There are no permitted hazardous waste disposal facilities within the Area.

Limited environmental audits have not disclosed radioactive materials on any of the parcels. The existence of asbestos in buildings or structures is not known. There is no evidence of groundwater contamination as a result of releases within the area.

At least two active petroleum pipelines associated with the Texaco Marine terminal on proposed Block U underlie portions of the project area.

The audits conducted to date must not be considered definitive. In the absence of prohibitively exhaustive analyses, the possibility exists that audited parcels may contain undetected contaminated soils and/or unregistered underground storage tanks, or contaminants other than petroleum products or similar organic hydrocarbons may be present on various parcels, or currently permitted hazardous materials activities, either on or in the vicinity of parcels to be acquired, could be affecting conditions on these parcels.

IMPACTS

The presence of identified hazardous materials, hazardous wastes, or hazardous waste generators could have economic and legal impacts on development, construction, and occupancy.

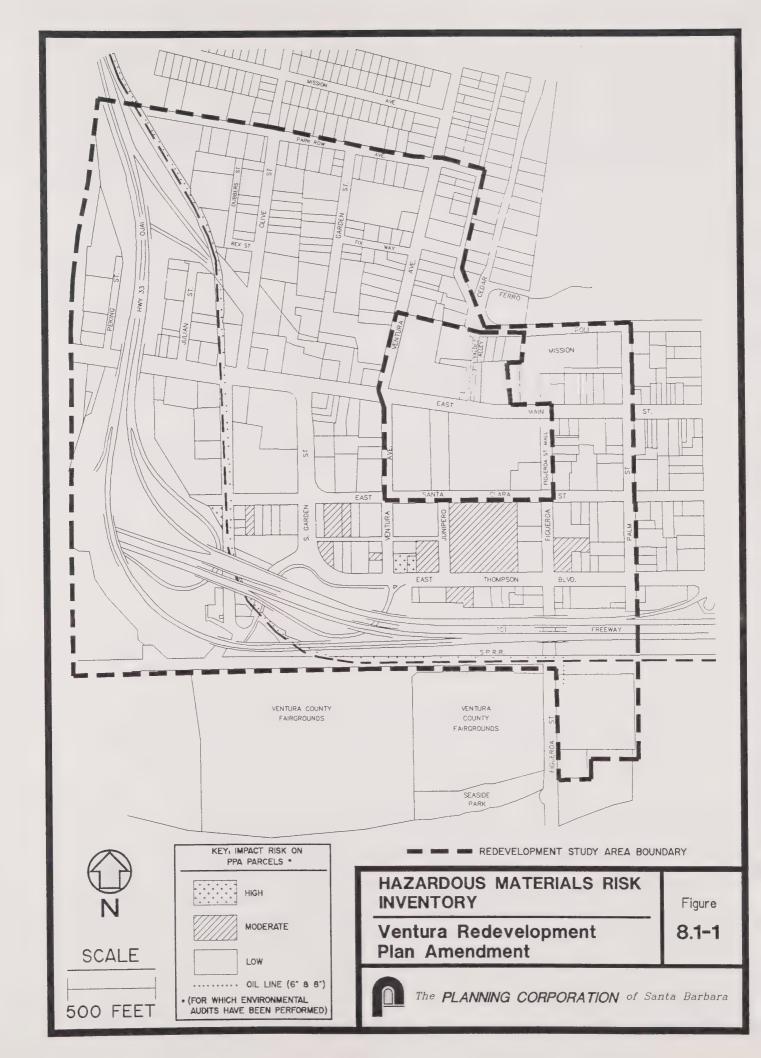
The 64 parcels subject to acquisition under the Plan are classified in Table 8.1-1, Hazardous Materials on Parcels to be Acquired, on the basis of current knowledge regarding the presence or suspected presence of tanks or contaminants, as having a high, moderate, low, or unknown risk of impacts. Figure 8.1-1, Hazardous Materials Risk Inventory Map, shows the location of these parcels in relation to the project boundary.

TABLE 8.1-1
Hazardous Materials on Parcels to be Acquired

Risk	Block	Street Address or Site Description	Parcel Number	Contaminants/Comments
High	L	Edwards property on	073-0-114-040	Site contains soils significantly contaminated with petroleum hydrocarbons and possibly lead.
	F	East Thompson Blvd. 105 S. Olive Street	073-0-106-210	Tank on site that could create some subsurface contamination.
Moderate	E	102 S. Garden	073-0-111-010	Unauthorized release of gasoline.
	E	77 W. Thompson Blvd.	073-0-111-150	Current HWG permit.
	E	72 W. Santa Clara St.	073-0-111-160	Unauthorized release of gasoline, current HWG permit.
	F	174 W. Santa Clara St.	073-0-160-020	Suspected unauthorized release, tanks present possible soil contamination.
	M	120 E. Santa Clara St.	073-0-116-010	Contaminated soil, three metal targets, tanks on site.
	F	162 W. Santa Clara St.	073-0-160-030	Possible contamination from adjacent parcel.
	N	211 E. Thompson Blvd.	073-0-121-130	Two metal targets present.
	O	No street address	073-0-118-170	Current HWG permit.
	L	193 S. Junipero St.	073-0-114-030	May have been site of toxic spill in the past; needs further evaluation.
	L	130 S. Ventura Ave.	073-0-114-080	Current HWG permit.
Low	F	150 W. Santa Clara St.	073-0-160-040	Audit shows no evidence of conamination.
	F	138 W. Santa Clara St.	073-0-106-050	
	F	124 W. Santa Clara St.	073-0-106-060	
	Е	33 W. Thompson Blvd. (Jedeka property)	073-0-111-120	
	M	177 E. Santa Clara St.	073-0-116-020	
	P	54 Figueroa Street Mall	073-0-131-130,140	

Unknown

All other sites on the PPA list.





Economic

Hazardous waste impacts associated with acquiring and developing land within the Redevelopment area would mainly consist of the costs associated with site cleanup. Site cleanup economic impacts can be divided into three categories: pre-development costs related to removal of contaminants before development, construction costs associated with removal of contaminants during construction and occupancy costs associated with obtaining business insurance for tenants.

Pre-Development

Pre-development abatement costs include the costs associated with all of the following activities: detection, removal, decontamination, disposal fees, closure in place, and monitoring.

Detection costs refer to the expenses involved in performing adequate environmental audits ("due diligence") on parcels intended for development. These may range from \$1000 to \$5000 per parcel.

If unregistered tanks or contaminated soils are discovered, there will be expenses associated with their removal which are the responsibility of the owner (seller) of the parcel and not of the Agency (buyer). If a property owner sells a parcel with residual toxics after "due diligence", the Agency may be in a legal position to sue the seller for damages to remediate such a situation.

Decontamination of soils in place (e.g., by aeration) is a particular type of "removal" cost. Generally, the expenditures associated with removal will include the fees for disposal of contaminated materials in an appropriate facility. These could be significant if large amounts of material are involved or contaminants other than petroleum hydrocarbons are found. The total of removal, decontamination, and disposal costs could vary from \$2000 to over \$100,000 per parcel.

The County of Ventura generally requires that tanks be removed rather than closed in place. However, retention of a tank in place may be required to insure the stability of an existing structure. The costs associated with closing a tank, while removing any contaminated soils in the vicinity, could be significant. Estimated costs of this type could range from \$5000 to over \$50,000 per parcel. I

There may be additional predevelopment expenditures associated with a well monitoring program, consistent with Regional Water Quality Control Board requirements, if tanks remain in operation or contaminated soil is found on an adjacent parcel. These expenses, however, would be the responsibility of the tank owner.

Currently, a minority of sites surveyed have shown a need for extensive abatement activity, while a slightly larger number have required moderate \$5,000 to \$8,000 clean-up activity, mostly in the form of underground tank removal. On this basis, the overall economic impact of pre-development parcel clean-up is considered relatively minor and insignificant.

Construction

There is a possibility that unidentified tanks or contaminated soil will be discovered during construction activities. In these cases, construction schedules may slip while abatement activities are carried out. Newly discovered hazardous wastes could place restrictions on the types of construction possible or force "real-time" changes in detailed construction plans, the overall development plan or specific building designs. Construction could be delayed as plans and designs are reworked. Such delays and changes translate into additional costs for the City and/or developer. Depending on the degree of construction schedule or design flexibility, related economic impacts could be moderate to high. Given an effective environmental audit program, the chance of there being undiscovered waste on a parcel would be substantially reduced.

Occupancy

The existence or suspected existence of hazardous wastes on a parcel could have a profound impact on a tenant's ability to obtain business insurance at a reasonable cost, (if at all). Proposition 65, which applies only to commercial enterprises with ten or more employees, deals primarily with disclosing the presence of toxic or carcinogenic substances to consumers and will certainly apply to certain businesses. For the purpose of the proposed project, Proposition 65 should not apply unless known toxics are not removed before or during construction.

Current and on-going hazardous material or waste generating activities on parcels adjacent to parcels proposal for acquisition or in the project area in general could impact businesses on "clean" parcels. The outcome of these incompatible uses could ultimately result in economic impacts.

An effective environmental audit program and extensive construction activities would virtually eliminate the chance of encountering undiscovered or unabated wastes on a parcel. Additionally, a plan to phase out all urrently permitted Hazardous Waste Generator from the project area should be pursued.

Legal Issues

It is beyond the scope of this section to discuss the legal liability for damages arising from faulty abatement, undetected contaminants, delays caused by abatement activity, worker exposure during abatement, or worker exposure during construction to previously undetected contaminants. Legal costs could potentially be significant and would have corresponding economic and development impacts.

MITIGATION MEASURES

In order to mitigate identified significant economic and legal impacts due to hazardous materials, the following consultant recommended mitigation measures are proposed:

Economic

Pre-Development

Impacts arising from the presence of hazardous materials or wastes can be reduced but not fully avoided. Wastes must be identified early in the planning process and removed and disposed of properly.

An effective and thorough environmental auditing program is key to the successful limitation of hazardous material and waste economic impacts. The following auditing mitigation program is recommended by the consultant and mitigate economic impacts:

(1) An auditing program shall be systematized and extended to all parcels to be acquired by the Redevelopment Agency. Parcels to be developed by present owners (where a transfer of property is not contemplated) are exempt from this requirement. Due to deficiencies in existing government and private records, the auditing program shall require an extensive field survey component. All inoperative tanks, pipes, and contaminated soils discovered during these audits shall ultimately be completely removed using approved disposal procedures. Closures in place should be prohibited.

Construction

Removal of all known hazardous wastes during pre-development review will substantially mitigate economic impacts resulting from discovery of hazardous materials during construction. However, potential still exists for hazardous materials to go undetected until project construction. To lessen impacts to construction and development from undetected wastes, the following mitigation measure is recommended:

(2) A plan and procedures shall be in place for the reporting, containment, handling, removal, and disposal of tanks and/or hazardous waste discovered during construction. As needed at the discretion of the Agency, an environmental inspector shall be available during the excavation phase of any construction activity to provide waste management guidance.

Post-Development

Mitigation and limitation of impacts related to current and on-going hazardous material or waste generating activities require that all existing tanks and pipes were brought into full compliance with AB 1362, including secondary containment and leak monitoring requirements. To ensure that all existing parcels with on-going hazardous material or waste generating activities are not posing a significant threat to the general public and to mitigate potential future incompatible use impacts which could result in economic impacts, the following mitigation measure is recommended by the consultant:

(3) Tanks currently operational but not capable of being brought into compliance with AB 362 shall be removed. All contaminated soils shall be removed or decontaminated. Steps shall be taken to have currently permitted hazardous waste generators and handlers phased out of the project area and no new permits issued for such activities.

Legal

To reduce potentially significant legal impacts resulting in any form from hazardous materials, the following mitigation measure is recommended by the consultant.

(4) To mitigate potential legal impacts, the City shall at a minimum consult with such specialists and design preventive and protective measures to minimize the risk of law suits.

Recommended Modifications to Redevelopment Plan Text to Implement Identified Mitigation Measures

The following paragraph shall be added to the Redevelopment Plan under 516.G.

Section 516 - Demolition Clearance - Public Improvements, Environmental Audit Requirements Prior to Site Acquisition by Agency, Building and Site Preparation

"An auditing program for hazardous materials shall be performed for all parcels under consideration for acquisition by the Redevelopment Agency. The Redevelopment Agency shall adopt specific guidelines regarding procedures for toxic audits. The auditing program shall include an extensive field survey. All inoperative tanks, pipes and contaminated soils discovered during these audits shall be completely removed from the project area using approved disposal procedures.

Residual Effects: Not significant with full implementation of all mitigation measures.



8.2 VISUAL RESOURCES

The analysis of the visual resource effects of the project were jointly analyzed by the design consultants for the EIR/EIS, Art, Planning, and Design Corporation of Santa Barbara and by staff of the Planning Corporation. The visual resource issues included in the following discussion address primarily view corridor and viewshed impacts; other impacts concerning project aesthetics, architectural compatibility, historic resources, and compatibility are discussed in the following companion section, Aesthetics and Quality of Life.

EXISTING CONDITIONS

Physical Setting: Landscape and Scenic Character

The Downtown Redevelopment Plan encompasses lands situated between the low-lying coastal plain adjacent to the Ventura River and the coastal foothills which define the northern portion of the developed downtown area. The project vicinity has considerable topographic relief. Prior to construction of Highway 101, the coastal plain ascended from sea level to an elevation of greater than 300' in less than a 1.5 mile distance; this formerly unbroken expanse was occupied by coastal dune habitats and riparian vegetation. Once the City was settled in the 18th century, gradual changes in the visual environment were initiated through land clearance, construction of buildings, filling low and unstable areas, and devegetation of coastal landforms and hillsides.

Lands included within the Redevelopment Plan boundary are characterized by visual diversity with strong contrasts in topographic relief and vegetation. The inherent scenic quality of the downtown area is enhanced effectively by the wide array and diversity of historic structures and some areas with planted open space. The qualitatively most unpleasant aspect of the visual environment is the degree to which the Highway and State Route 33 have effectively interfered with the coastal and riverside view corridors.

The foothills north of the Redevelopment Plan boundary define the northern perimeter of the older portions of the City. The foothill environment is the transition between the steeper, more heavily vegetated, interior valley and canyon systems and the developed coastal plain of the Ventura region. To a limited extent, the coastal foothills north of the project area have been graded, contoured, and built out with one, two, and three story residential structures. The City Hall and local government center, which is located less than 1000 feet northeast of the Redevelopment Plan boundary, has been constructed into the coastal foothill overlooking downtown.

With the completion of Highway 101 and State Route 33, the Redevelopment Plan area was isolated and separated from the important visual amenities in the immediate vicinity-the Pacific Ocean and coastal strand and the Ventura River. Prior to this construction, the dominant developed areas in the Plan vicinity were lowerlying lands ranging in elevation from 10 to 20 feet in elevation. Hillside construction of homes and condominiums intensified in the early 1960's; this newer construction was designed to solve the problem of providing ocean and coastal views over the substantial obstacle of the Highway interchange and bridge over the Ventura River.

Highway 101 defines the southern limit of the Redevelopment Plan boundary (except for Block U) and State Route 33 defines its western limit. Between the eastern and western limits of the Plan, Highway 101 ascends from 33 to 45 feet in elevation as the highway approaches the river bridge, State Route 33 north and southbound ramps at the Highway interchange are elevated above the Highway and are situated at an elevation of about 62 feet. These two barriers significantly interfere with important coastward view corridors. The northern boundary of the Redevelopment area is the steep coastal foothill that overlooks downtown. This foothill landform, ascending from about 25 to over 150 feet elevation is a linear distance of less than 600 feet. A number of structures are situated on the coastally inclined face of the foothill. No topographic feature is present along the eastern limit of the Plan boundary.

Recent Landscape Modifications: The Urban Environment

Based on a review of early photographs of the City, the landscape and visual character of the Redevelopment Plan area showed remarkable consistency during the latter part of the 18th and 19th centuries. During the past fifty years, the rate of change in visual character in the downtown area has increased dramatically. Major modifications during this time period include:

- o construction of Highway 101 (in the current alignment)
- o construction of State Route 33 and overpasses
- o buildout along the foothills adjacent to and north of the Plan boundary
- o creation of the museums and parks in Mission vicinity, and
- o completion of the Mission Plaza major retail center.

Over the past thirty years, a number of large, multi-story structures have been built within or adjacent to the Redevelopment Plan boundary. Most of these structures (some of which reach a building height of seven stories) are not well integrated into the downtown community and have not preserved the continuity of historic setting and architecture which is an established goal of the current Redevelopment Plan. The dominance and visual discontinuity created by these out-of-context structures has degraded the historic setting and architectural coherence of the downtown area. It is important that this trend is reversed in all future construction programs.

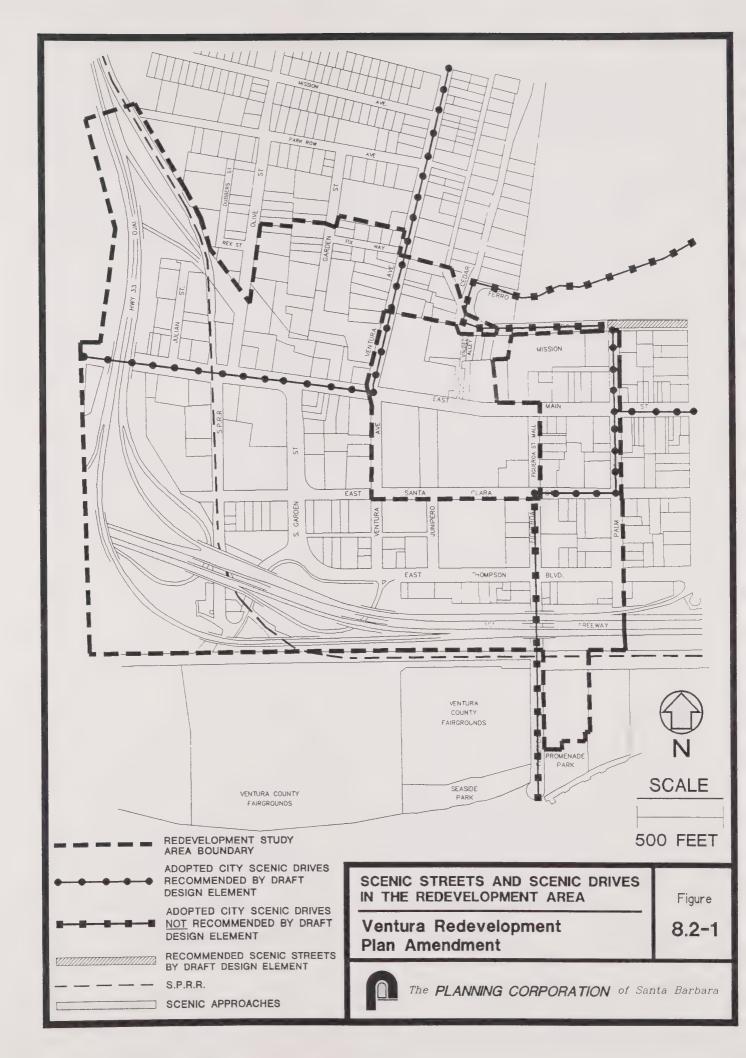
The downtown area contains a mixture of urban uses and semi-rural characteristics. The northern perimeter of the project area has residual native vegetation interspersed with specimen street tree plantings. The north side of the Highway right-of-way is heavily planted with tree screening which has matured sufficiently to screen most of the ramps and roadways; this screening also effectively blocks visibility of the Redevelopment Plan area from northbound traffic. Street tree plantings vary in density in the study area. The most effective plantings are situated in the park-museum complex surrounding and west of the Mission and Figueroa Street area adjacent to the downtown historic parks and on the hillsides north of the Mission. The present language in the Redevelopment Plan does not contain a street tree planting program. However, all projects proposed within the City, including the proposed Redevelopment area would be subject to the provision of the street tree program.

Visual Resources and Scenic Streets and Highways: Planning Guidelines

The Redevelopment Area is situated in a highly visible location that includes surface streets and highways that have been designated as important view corridors. Prior to presenting the view corridor descriptions for the study area, a review is provided of applicable planning guidelines and applicable designations. Figure 8.2-1 displays the location of designated scenic streets, highways, drives, and approaches in the immediate project vicinity.

Scenic Highways Element of the Comprehensive Plan

The Scenic Highways Element was adopted by the City Council in 1975. The adopted Scenic Highways Map designates scenic highways, drives, streets and approaches. Guidelines for the delineation and protection of scenic corridors along these routes are included in the Element.





In 1972, a State Scenic Highways Element became a mandatory element of City and County long-term planning in California. State law established the Scenic Highways Element for ".....the development, establishment, and protection of scenic highways." The State Master Plan of Scenic Highways specifies which State routes should be considered for ultimate scenic highway designation and outlined minimum standards for protecting these highways.

Scenic Highway corridors can be protected through (1) regulation of adjacent land use and intensity of development (2) detailed land and site planning (3) control of outdoor advertising (4) careful attention to and control of earthmoving and landscaping and (5) the design and appearance of structure and equipment. Highway 101 and State Route 33 are designated eligible to be adopted as a State Scenic Highway.

The County of Ventura created a supplementary designation system for local jurisdictions to establish their own designations to protect scenic roadside resources. Local designations in the City of San Buenaventura area include approved scenic highways, scenic drives and streets, and scenic approaches.

Scenic Drives are roadways within the City's planning jurisdiction that have natural vistas of the mountains, oceans, rivers and large agricultural areas. East Harbor Boulevard located south of the project is the only scenic drive from which the project may be visible.

In contrast with scenic drives which derive their aesthetic value from such attributes as topography, views, or natural visual amenities, the aesthetic quality of scenic streets is based on City design standards and landscaping. Poli Street is the only scenic street which would be affected by the project. Streets with a scenic approach designation are oriented to protecting view corridors observed by travelers as they enter the City of San Buenaventura. A scenic approach is designed to advertise "the spirit of the City" through aesthetic treatment of architecture and natural attributes rather than through advertising. The Highway 101 segment adjacent to the Redevelopment Plan area and associated on and off ramps are designated scenic approaches.

The following guidelines (State Scenic Highway Guidelines) apply to scenic streets, drives, and to development planning along Scenic Highways:

- (1) Land uses within the scenic corridor should be consistent with the Land Use Element of the Comprehensive Plan.
- (2) Building height limitations are to be applied if:
 - o a project results in visibility or obstruction of visibility from highways;
 - o if there is a visual impact on the motorist;
 - o if there is an adverse relationship to surrounding structures.
- (3) Existing or indispensable offensive land uses should be screened from view from the highway or inconspicuously located if within a scenic corridor. Effective screening should be accomplished by proper architectural planning, planting, grading, or fencing.

Relevant scenic approach guidelines pertinent to the Redevelopment Plan area include provisions to:

(1) establish a specific boundary for the scenic approach corridor;

- in so far as feasible, natural topography, vegetation and scenic features shall be retained and incorporated into the corridor....
- (3) provide an identification mark within the scenic approach;
- (5) potentially unsightly features shall be located so as to be inconspicuous from the scenic approach or effectively screened from view by planting and/or fences, walls, grading, etc.

Local Coastal Plan

Because the project site is located within the coastal zone of the City, development practices in this area must be consistent with the City's Local Coastal Program (LCP) and the California Coastal Act (1976). Both the City's LCP and the Coastal Act have specific policies that provide criteria and standards used to assess the potential impact of development on local scenic resources. Applicable policies and standards from these documents were employed in the impact assessment for the amended Plan. The relevant policy is summarized below:

Coastal Act (Section 30251)

"The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting."

Other than this general guidance, no other specific visual resource policies have been incorporated into the LCP governing building height or land uses in the Downtown Community.

View Corridor Analysis

The primary method used to evaluate a project's effects on community aesthetics and visual resources is an analysis of how construction would alter existing view corridors. The visibility of a project depends on the angle and direction of views and the extent of existing visual screening; the viewing distance between an observer and a project are other important considerations.

View corridors are defined as zones of observation from either mobile or stationary perspectives based on existing surrounding land uses and traffic or recreational patterns. The Redevelopment Plan area falls within five visual corridors, which, ranked on the basis of scenic values to the largest number of automobile, bicycle, pedestrian travelers and residences are:

- 1) Highway 101 north and southbound view corridors and State Route 33 Ramps
- 2) Poli-Cedar Scenic Drive corridor
- 3) Main Street-Ventura Avenue Adopted Scenic Drive
- 4) Figueroa-Santa Clara-Palm Scenic Drive
- 5) Mission View Townhomes residential view corridor.

The visual character and sensitivity of the Redevelopment Plan area is described from the perspective of each of these view corridors. A key to photo locations illustrated in the following discussion is provided in Figure 8.2-2.

Highway 101 North and Southbound and State Route 33 Ramps

The Highway, adjacent railroad, and above and below ground oil developments divide and isolate the most important natural features in the project vicinity. While north and southbound Highway view corridors provide unique viewing opportunities for travelers, they create substantial visual barriers for viewing perspectives within the Redevelopment area. Views of the shoreline and adjacent river are eliminated by these features for virtually all properties within the Redevelopment Plan boundary. The existing grade within the Redevelopment area ranges from about 10 to 20 feet elevation; the Highway surface is 25 to 35 feet above the ground level adjacent to downtown and, with the addition of screening, the visual barrier to be overcome in order to see the ocean, river, channel islands, offshore areas, and shoreline is an obstacle that ranges from 45 to 55 feet in height depending on a viewer's vantage point.

In contrast, these highway corridors provide an excellent perspective of the entire Redevelopment area, adjacent coastal foothills, and spectacular panoramic views of the ocean, particularly for southbound traffic along Highway 101. The height of screening along the northbound approach adjacent to the Redevelopment area effectively prevents landward views. From the northbound approach, the plan area is visible for no more than several seconds (in an area with a gap in vegetation); visibility requires a 90 degree head rotation, a relatively dangerous movement at highway speeds and not a common viewing perspective.

Southbound traffic and individuals using the southbound State Route 33 interchange ramp can observe the Redevelopment area briefly as a result of several gaps in the continuity of the screening. For southbound traffic, a less than 30 degree head rotation is necessary to view and Redevelopment area; the maximum viewing interval at conventional speeds is about six seconds.

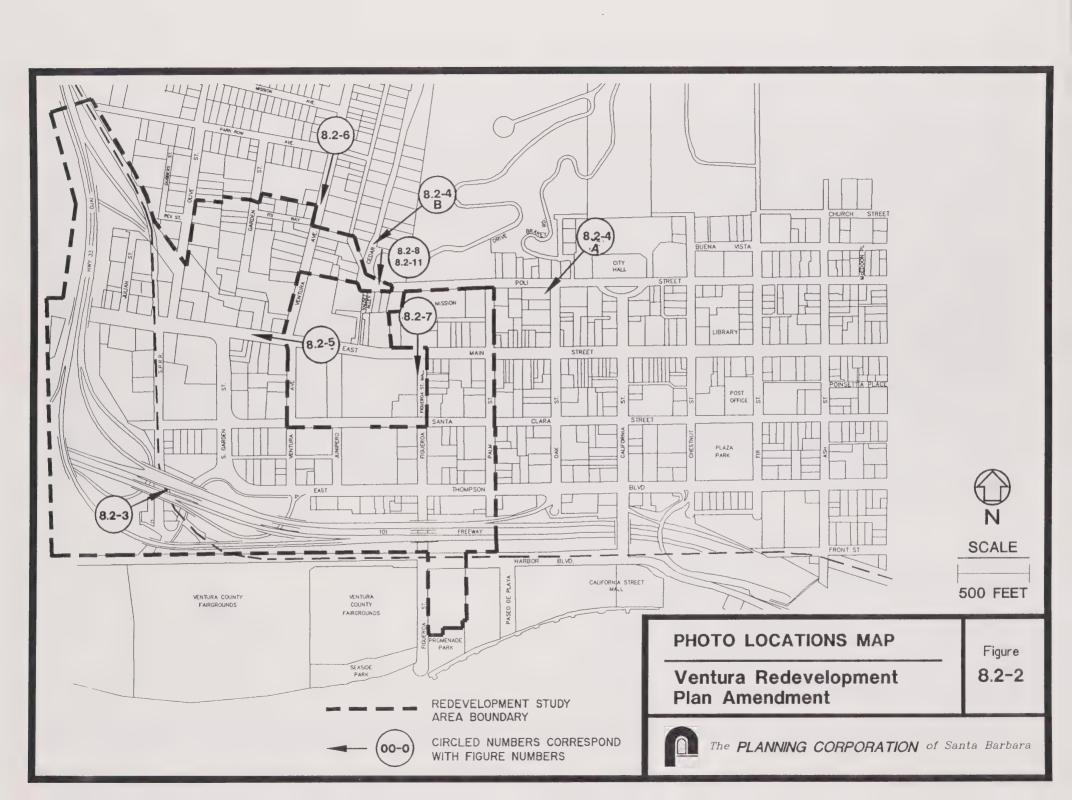
From these perspectives, the lowerlying portions of the downtown area with base grades of less than 25 feet elevation are only visible momentarily from these corridors. Moreover, the content of the foreground view is not very complimentary--metallic roof structures, roof utility structures, fences, car and bus roofs, and utility poles are the dominant features along these corridors. Naturally, the viewers eyes are pulled to the hillside rising above the downtown area where the City Hall, hillside residences, and architectural details of the Mission's belltowers serve to anchor the eye and provide a dominant focus of suitable scale given the viewing distance. The appearance of the Redevelopment Plan area from this corridor is illustrated in Figure 8.2-3.

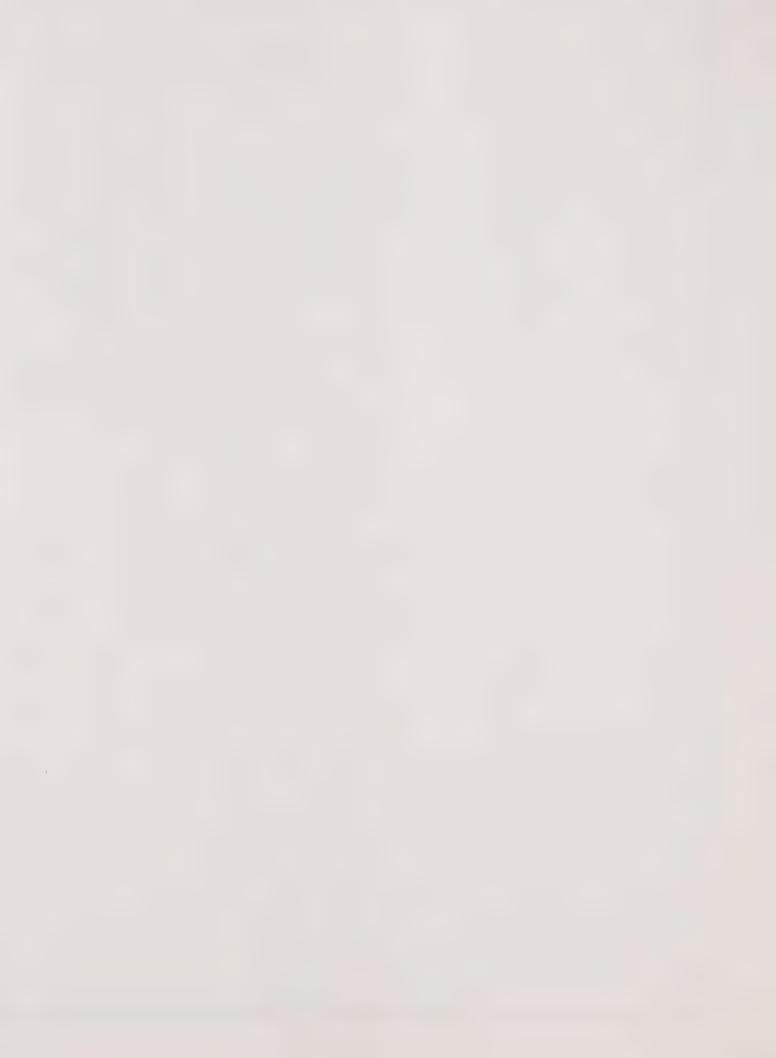
Poli-Cedar Scenic Drive

As shown in Figure 8.2-4, the view of both the Redevelopment area and landforms west of the Ventura River from this view corridor and associated streets is encompassing and arresting. The elevation of these streets provides an excellent viewing platform for observing the ocean, offshore islands, Ventura River riparian vegetation, and the landforms west of the River in the Taylor Ranch area. The entire Redevelopment Plan area is visible from this perspective. The characteristics of the project area from this view corridor include:

- o encompassing perspective of the major landforms surrounding the City
- o an impression of rich specimen tree diversity in the urban landscape
- o the elevation along these streets in relation to the highway screening height minimizes the obtrusive presence of moving traffic









VIEW CORRIDOR: SOUTHBOUND HIGHWAY 101

Ventura Redevelopment Plan Amendment Figure

8.2-3







A: POLI STREET



B: CEDAR STREET

VIEW CORRIDOR: POLI STREET AND CEDAR STREET

Ventura Redevelopment Plan Amendment Figure

8.2-4





- o the urban landscape has substantial open space and parklands from this vantage point
- o the architectural dominance of the hillside residences is minimized.

The view of the Redevelopment area from this perspective retains many of the important qualities of the local environment and minimizes the sense of being separated from the coast.

Main Street-Ventura Avenue Scenic Drive

In contrast with the visual content of the prior two view corridors which occupy elevations ranging from 30 to 50 feet above the ground surface in the Redevelopment vicinity, the Main Street and Thompson Avenue scenic drive are at grade within the Plan boundary.

As a consequence, the scenic quality associated with these drives is generated more by the architectural and historic character of the area and by the linkage to the Ventura River than by viewing perspectives linked to coastal attributes.

On-site views towards the coastal strand and open ocean are non-existent; the connection with the Ventura River is made only within the travel corridor and only momentarily once through the State Route 33 underpass. Therefore, the important visual attributes associated with this corridor are basically addressed in the discussion of Design Guidelines and Architectural Compatibility to follow. Building height and architectural compatibility major concerns from this corridor and these issues are more related to aesthetics than visual resources. No highly scenic coastal, skyline, or ridgeline views are visible from this portion of the Redevelopment area. Characteristic streetscape view corridors in this area are provided in Figures 8.2-5 and 8.2-6.

Figueroa-Santa Clara-Palm Scenic Drive

The characteristics and appearance of views within this view corridor are, as in the previous case, dominantly urban. The germane visual concerns along this corridor are likewise more aesthetic issues rather than visual resource concerns. As is the case with the Main Street link to the River, Figueroa Street provides the only point of connection with the coastal strand and beachside landforms south of the highway. Therefore, this is an important corridor. Given the ultimate desire to develop a visitor serving facility on Block U, and recognizing the importance of Figueroa as a coastal access route, this corridor is very important. Considerable attention needs to be given to restoring and improving this link to the sea.

Along the Santa Clara and Palm links of this corridor, most foreground perspectives contain a mixture of historic structures from several time periods in Ventura's past and special architectural districts. The ascending portion of the Palm corridor ultimately links with the Poli-Cedar view corridor. However, until the increased elevation is achieved and the travel orientation shifts to the east-west axis of Poli, views and perspectives of the downtown area are unremarkable and decidedly urban in character. The primary concerns in this view corridor are aesthetic rather than visual. The general appearance of the streetscape in this view corridor is provided in Figure 8.2-7.

Mission View Townhomes Residential View Corridor

In response to the Notice-of-Preparation for the EIR/EIS, residents of the condominiums, townhouses, and single family homes situated in an east-west alignment along the hillside above the Redevelopment area expressed concern that the building height modifications proposed in the amended Plan would interfere with coastal view corridors. Therefore, the existing characteristics and visual character of perspectives from these homes was studied very carefully.





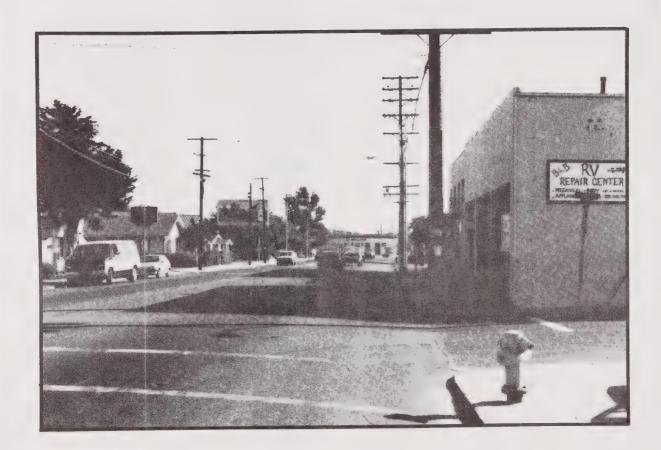
VIEW CORRIDOR: MAIN ST. AT VENTURA AVE. LOOKING WEST TOWARDS VENTURA RIVER

Ventura Redevelopment Plan Amendment Figure

8.2-5







VIEW CORRIDOR: VENTURA AVE. AT FIX WAY LOOKING SOUTH

Ventura Redevelopment Plan Amendment Figure

8.2-6







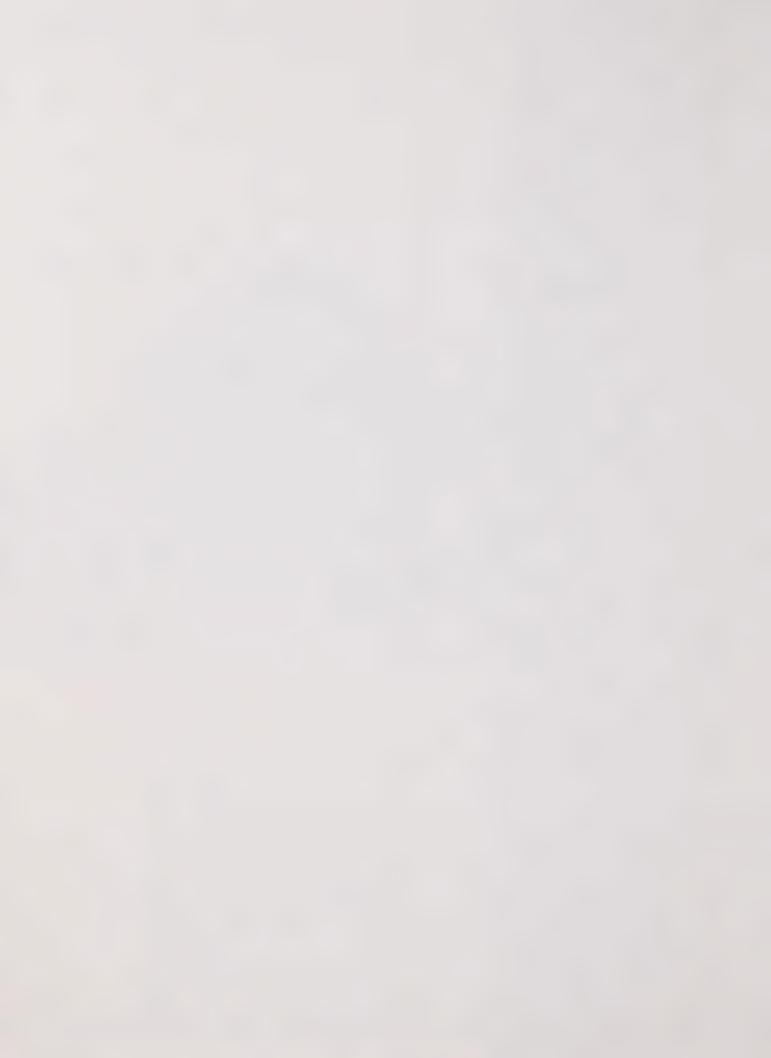
VIEW FROM SANTA CLARA ST. LOOKING SOUTH ALONG FIGUEROA ST. TO 101 OVERPASS

VIEW CORRIDOR: FIGUEROA ST. LOOKING SOUTH (BLOCK N DETAIL)

Ventura Redevelopment Plan Amendment Figure

8.2-7





Existing conditions photographs were taken from the viewing elevation characteristic of these homes; Figure 8.2-8 (A) is a composite photograph which illustrates most of the coastward viewing perspectives within this corridor. From inspection of the Figure, it is clear that the attributes of this view corridor have several unique characteristics which are shared by vehicles and pedestrians moving within the Poli-Cedar corridor. From this vantage point, the following attributes distinguish this view corridor from others:

- o the grade differences minimize the presence of the Highway;
- o existing landscaping along the highway virtually eliminates moving cars from visibility (except in a few areas with gaps);
- o an impression of substantial streetscape planting is created because of the presence of landscaped open space; and
- o the urban environment is relatively uncrowded due to the presence of considerable downslope parkland.

Therefore, foreground views are actually uncharacteristically diverse and well vegetated compared to most other areas in the Redevelopment boundary where a paucity of street tree plantings and landscaping is noticeable. Background views of the open horizon, coastal waters, and, on a clear day, of the channel islands and landforms west of the Ventura River provide a uniquely benign and well planted perspective on the downtown environment. Preservation of these characteristics is important to the hillside residents. The contrasts between the visual character of the portion of the downtown area directly below these homes with areas to the west (illustrated in Figure 8.2-4 (A) is quite acute.

However, with a change in perspective, the presence of these hillside residences which have very poor integration with the architectural quality and historic character of the Redevelopment area can be regarded as a major detraction from the historic integration of the community, (see Aesthetics and Quality of Life #8.3-10, Photo #5). The architecture of these structures when viewed from midground on background perspectives, not remarkable and the detailing, building placement, and use of landscaping are neither unique or as compelling as buildings from other time periods along the hillside. Therefore, although the views from these buildings are important to consider and preserve to the degree feasible, these structures have done little to enhance the architectural or historic character of the downtown area they dominate visually. From the vantage point of other view corridors considered above, these structures are visually dominant and not compatible with the basic materials, practices, building massing, color schemes, or landscaping in the immediately surrounding area.

There are a number of buildings within the downtown area which exceed the height of the structures proposed in the amended Plan. These structures are clearly visible in Figure 8.2-8. The view corridor perspectives from these residences have the following urban attributes:

- o substantial areas with parking surfaces and automobiles are present
- o the streetscape has a number of elements which are dominated by rooflines, warehouse structures, and public assembly areas
- o the dominant forms and shapes in the foreground are institutional lands uses, not residential structures.





LOOKING SOUTH: REDEVELOPMENT AREA FROM RESIDENTIAL BALCONY AT CEDAR AND POLI STREETS.

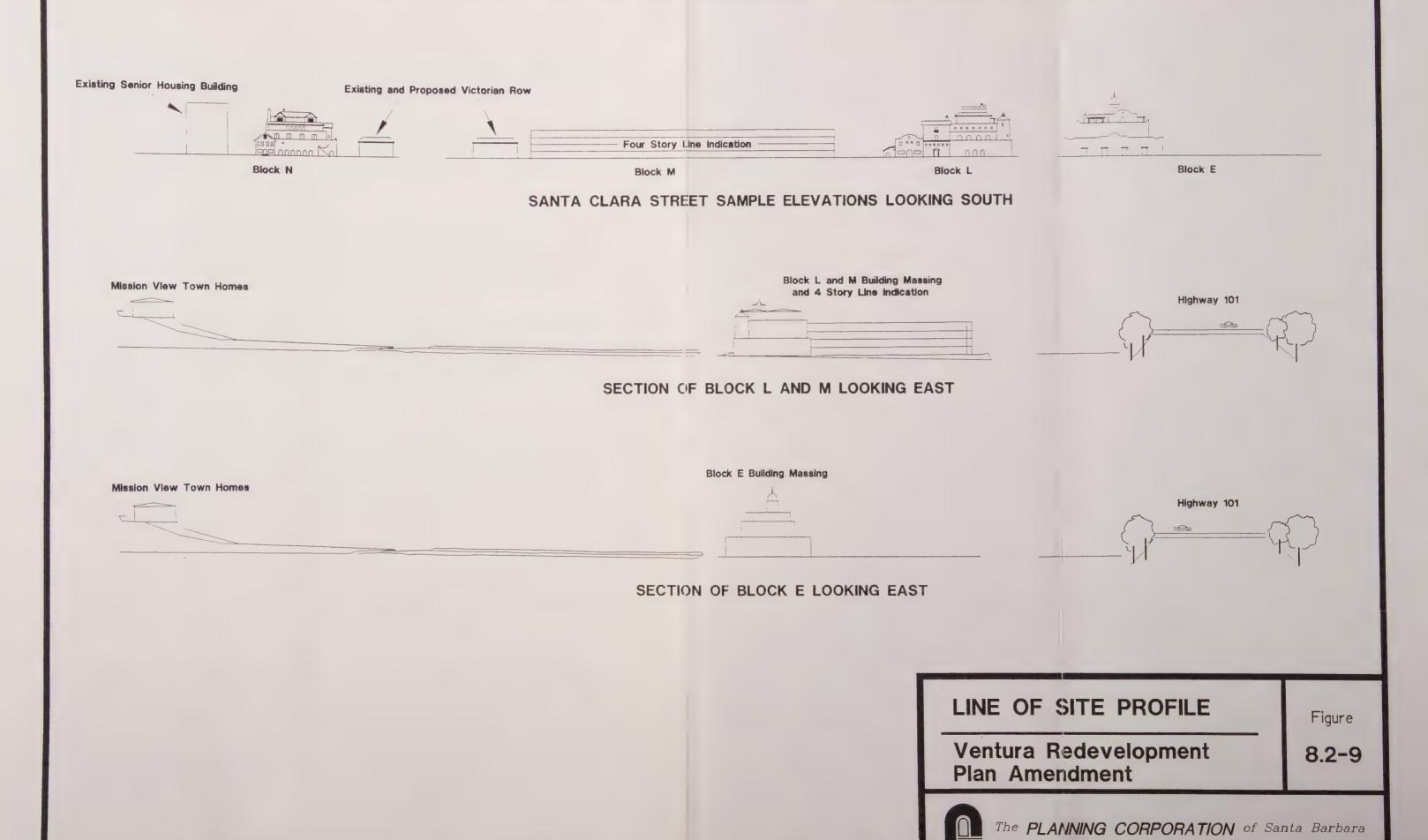
EXISTING CONDITIONS

Ventura Redevelopment Plan Amendment Figure

8.2-8









IMPACTS

The potential visual impacts of construction under the guidelines and restrictions in the amended Redevelopment Plan are described and evaluated by assessing the future development's visibility from principal viewpoints, by considering the extent to which the project changes the observable landscape, and by discussing the project's compatibility with the regional landscape character.

The significance of these visual impacts has been determined by considering both levels of impact and potential conflicts with applicable regulations, policies, and expressed public concerns. To facilitate the analysis of one view corridor (the Mission View Townhomes), an AutoCAD computer simulation of project effects was performed.

Project Visibility

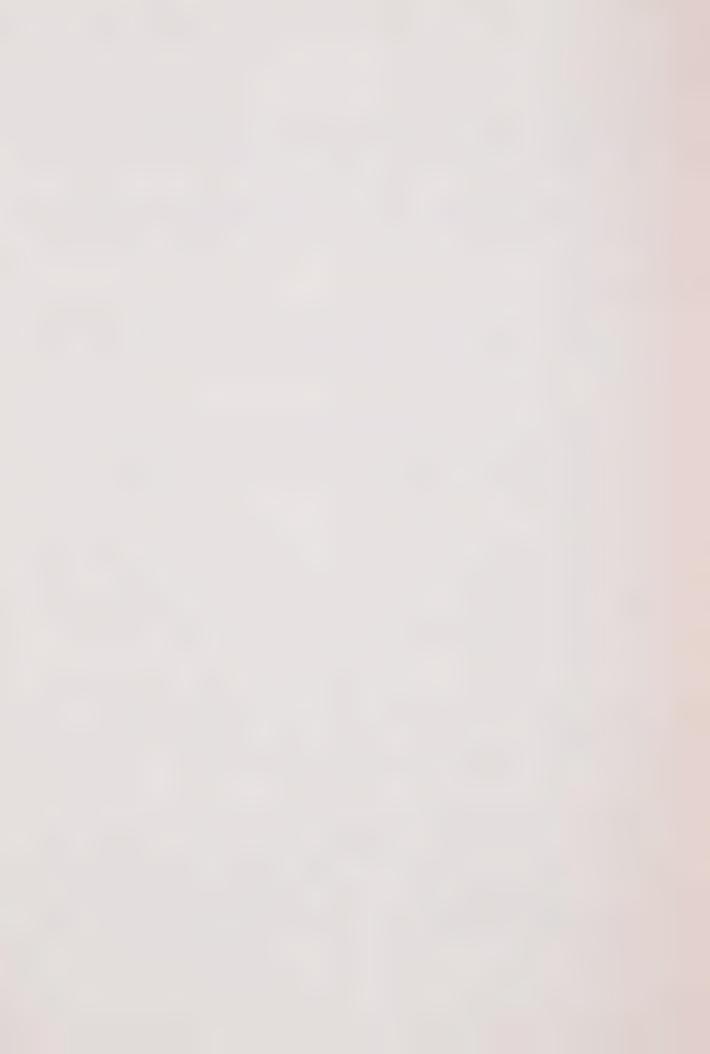
The visibility of various project components describes the extent to which parts of the proposed development can be seen from different vantage points. Visibility depends on the angle and direction of views and the extent of visual screening. The conventional method for assessing project visibility is through the use of line of site schematics which provide a vertical section through the landforms where the project will be developed.

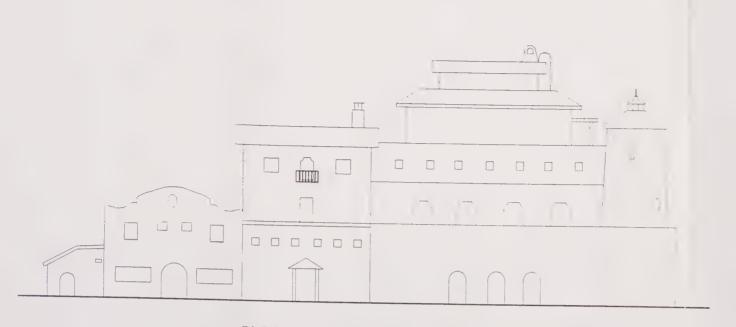
In the present case, the only major viewing perspective of concern that could be significantly modified by a change in building height limitations is the Mission View Townhomes residential view corridor. In order to model the effects of the project building heights on these hillside homes, a topographic base map Redevelopment Plan area (USGS Topographic Quad sheet) was entered into a Version 10 AutoCAD (computer aided design) program. This program permits 'rotation' of the proposed project area to any angle from any viewing perspective.

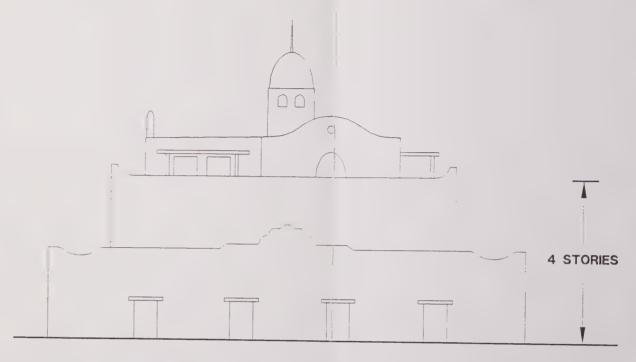
As discussed in the Project Description (Design Review and Public Participation), a variety of design scenarios were created for the Phase II project area (Blocks E, L, M, and N). The schematic that was ultimately entered into AutoCAD and used for modelling view corridor impacts was based both on the Phase II Project Description and language in the Plan. The maximum height limitations in the model conform generally to a realistic interpretation of what would ultimately be constructed in the Phase II portion of the Plan. Figure 8.2-9 illustrates a line-of-sight profile which indicates building height relations to the freeway and proposed structures within the E,L,M and N portions of the Redevelopment Plan. These sections were based on the building massing illustrated in Figures 8.2.9 and 8.2-10.

The area of most concentrated and unified development will occur during Phase II; most Phase I development is rather modest in size and scale, distributed in a balanced manner throughout the Plan boundary as currently proposed and permitted under language in the Plan. The development of a high density residential project in Block J will have effects on surrounding properties but these effects primarily concern community aesthetics and neighborhood compatibility rather than view corridor impacts. Therefore, the main viewing situation of concern is downslope from hillside homes.

Based on the review of the cross sections prepared with the use of AutoCAD and comparison of topographic differences between the existing highway view barriers and the finish grade of the structures in this view corridor, it appears impacts to homes on the hillside will be negligible. View blockage will not occur and even under the worst-case conditions illustrated on Figure 8.2-11, impacts on the viewshed would be minor. There are a variety of reasons this is the case. First, with the landscaping present on the southern perimeter of the highway and state route, existing coastward view obstructions have an average elevation of 60 feet. (The finish grade of the highway is approximately 45 feet [Ortho-Topo Map of the Ventura Avenue Area Sewer Study] and, with landscaping, an additional fifteen feet of screening is provided on the average.) The maximum building height proposed in the plan is 75 feet; four story building height cannot exceed 45 feet.

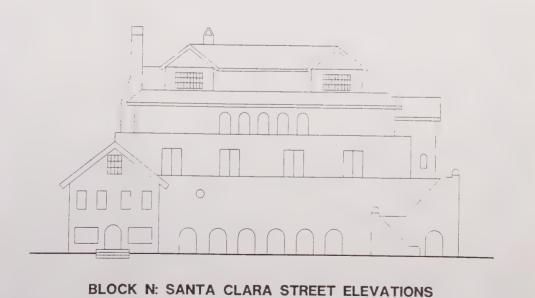






BLOCK L: SANTA CLARA STREET ELEVATIONS

BLOCK E: SANTA CLARA STREET ELEVATIONS



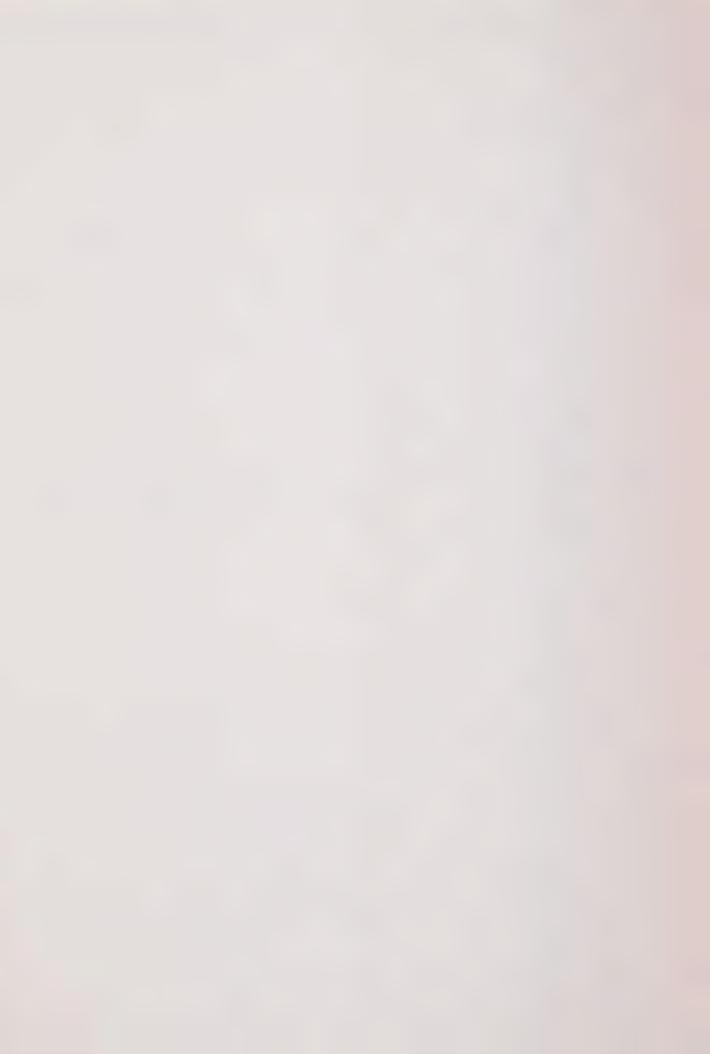
SCALE 1" = 30'

SANTA CLARA STREET SIMULATION ELEVATIONS

Ventura Redevelopment Plan Amendment Figure

8.2-10





SAMPLE STRUCTURE ON BLOCK N

4 STORY HEIGHT LINE BLOCK M SAMPLE STRUCTURE ON BLOCK L AND VENTURA AVENUE \ SAMPLE STRUCTURE ON BLOCK E AND VENTURA AVENUE \



SOUTH VIEW OF REDEVELOPMENT AREA FROM RESIDENTIAL BALCONY ON CEDAR AND POLI STREETS

THIS IS NOT A PROPOSED PROJECT: THIS IS A CONCEPTUAL SIMULATION FOR THE PURPOSE OF DISCUSSION.

3-DIMENSIONAL VISUAL SIMULATION OF SAMPLE ELEVATIONS

Figure

VENTURA REDEVELOPMENT PLAN AMENDMENT

8.2-11





The design elements that would potentially project into the hillside view corridor would be tower features or other decorative design elements. Building massing would generally be less than the elevation of the existing view obstructions along the highway. Depending on a viewers point of observation, even under worst case conditions, impacts would be minor and the massing of new structures would be less noticeable than the existing structures in the immediate environment because of the proposed setback and stepback ratios. The Design Guidelines discussed in the following section of the EIR (8.3) contain specific provisions to preserve view corridors.

This situation is clearly illustrated in the three dimensional rendering provided in Figure 8.2-11. Given the revised Design Guidelines proposed in the Aesthetics and Quality of Life section, view corridor impacts would be further minimized. View corridor impacts from the properties on the hillside above the redevelopment area were determined to be insignificant.

Visual Dominance

Visual dominance is a concept that describes the extent to which the proposed project may change the visual landscape. Essentially, this concept is a judgement concerning the visibility of various project components. This judgement weighs not only project visibility but also the visual contrast between the project and its setting (in terms of scale, form, color, texture, etc.) In addition, changes which would be noticeable over time, even without new visual contrasts (for instance, loss of trees or increased density) must be considered.

In general, the proposed level of construction in both Phases I and III would not significantly dominate elements of the surrounding communities. The density and scale of developments proposed on most blocks are directly compatible with existing density with one exception; the creation of a relatively dense housing complex on Block J (particularly at a density of 45 units per acre) could substantially modify the scale and character of the adjacent neighborhood in the Avenue Community. The consultant has prepared several recommendations to be incorporated in the Plan that would at least partially offset the problems created by placing multi-level housing units in the vicinity of the Bungalow-Victorian type of structures present on the Avenue. Impacts from construction on Block J are potentially significant and require careful mitigation planning and community participation. These impacts can be mitigated by adoption of the Design Guidelines recommended in the following chapter of the EIR.

The sources of impact to the surrounding community from construction on Block J include:

- o potential interference from night-lighting;
- o some potential incompatibility of scale on the adjacent parcels north and west of Block J (immediately adjacent properties are scheduled for removal which would provide a buffer space between higher density construction and home in the Avenues);
- o incongruous architectural forms;
- o ingress and egress noise; and
- o minor modification of skyline views towards the center of the downtown area.

Nearly all of these potential problems can be satisfactorily ameliorated by careful, sensitive design. During preparation of the EIR/EIS, JKLM Developments presented a proposal which substantially addressed these concerns except architectural incongruity and scale. The Redevelopment Plan Design Guidelines can effectively guide the aesthetics of future development to mitigate impacts on the Avenue Community satisfactorily. The Design Guidelines also recommend that the City facilitate dedication of an Avenue Architectural District or Special Design Area in the District north of the Redevelopment Boundary to encourage compatible development and planning for this important community.

The visual resource impacts from Phase II development on E, L, M, and N will not have a significant impact on hillside view corridors. On-site views from scenic streets that are at-grade within the Redevelopment Plan boundary will experience some modification from the proposed construction on E, L, M, and N. However, the incorporation of adequate open space and landscaping and the use of recommended building height and set-back ratios will prevent the proposed project from dominating the viewshed of the downtown area.

The existing over-sized and out-of-scale modernist structures in the vicinity (the Holiday Inn and the Senior Housing Project) both will be visually dominant even with substantial new construction. Adoption and firm adherence of the proposed Design Guidelines presented in the Aesthetics section will minimize any adverse effects associated with future construction. Therefore, visual dominance effects associated with Phase I and II development were determined to be insignificant. Given the status of existing structures on Block U, any change in use would be a substantial improvement over existing conditions and therefore the effects of the Plan Amendment during Phase III development were determined to be beneficial rather than adverse.

Visual Compatibility

This qualitative judgement describes the extent to which a project component is visually characteristic of features which occupy the urban setting in the downtown area. The emphasis of this issue is on achieving compatibility with regional landscaping and architectural trends.

Characteristic existing architectural and landscape features are described in the Aesthetics and Quality of Life section. The construction proposed for all three phases of development are considered to be broadly in character with regional urban, semi-urban, and mission/spanish colonial design features. The Design Guidelines will assure that future construction is compatible with existing trends. Without Design Guidelines that suppress the introduction of new architectural movements and encourage the creation of buildings compatible with the local architectural heritage, impacts related to compatibility could be significant.

Visual Impacts to On-Street View Corridors

Comments on the Draft EIR raised the issue of potential impacts to view corridors from street level vantage points. Present streetscape views are generally already obstructed by one or more story buildings within the Plan boundary. In several locations, multi-story structures inhibit or interfere with both coastal and mountain views. Highway 101 presents a major obstacle to coastal views; the ocean is only visible from structures on the hillside in excess of about 60 feet elevation.

Certainly the new proposed height maximums on Blocks E, L, M, and N would exceed current building maximums. The most noticeable adverse effects on northward oriented views would occur from street level views from Blocks O and T. The significance of these effects would effectively be reduced to acceptable levels through implementation of the proposed design guidelines. For example, the guidelines recommend step-back and set-backs on the second, third, and fourth stories of any structures in these blocks. Moreover, the guidelines also require view corridor studies and the impacts on Blocks O and T would need to be evaluated as part of these view corridor assessments in the future. However, increasing the height limit on E, L, M, and N would certainly change northward view corridors appreciably.

Other Visual Impacts

The visual impacts of the project are anticipated to be largely beneficial rather than adverse, given adherence to proposed design guidelines and review process. The proposed Guidelines will reverse a trend that has been established of permitting out-of-context architectural elements to be introduced into the Redevelopment Plan area. In the discussion of aesthetic considerations in the following Chapter, arguments

- o many of the structures proposed for removal and replacement have no architectural merit;
- o existing uses incompatible with residential uses will be removed and relocated;
- o no significant view corridor impacts are anticipated even with changing the building height limitation for certain portions of the project and recommended skyline variation;
- O Design Guidelines are proposed to be adopted into the Plan which address building height and set-back ratios, landscaping requirements, and architectural compatibility, and very limited modification to height limits;
- o The Architectural Review Board and the Agency will give interested citizens and qualified historians, architects, and planners a forum for guiding the ultimate aesthetics of the community within the Plan boundary;
- o no significant visual resources will be eliminated;
- o landscaping will be increased;
- o no significant changes from scenic approaches and important view corridors will be experienced; and
- o larger portions of the project potentially will help to screen the area from exposed portions of Highway 101 and Route 33.

Explanation of Building Height Computations in the Proposed Plan

Section E. 605 Mixed-Use Commercial/Residential development guidelines in the amended Plan language state that in blocks E, L, M, and N, the method for measuring building height is referenced as appearing in the City's Zoning Ordinance. Section 605 3(g) says further that building height "may rise up to 45 feet or four stories as an average height; or up to 6 stories or 75 feet for building elements as approved by the Agency." Unfortunately, the Zoning Ordinance does not define how to determine "average" height. In addition, the existing ordinance states that any modification to the height limits must be authorized by an approved modification pursuant to the Zoning Ordinance. Modifications may be granted by the Modification Committee, Director of Community Development or the City Council. The Redevelopment Agency does not have the authority to grant height modifications under current the zoning ordinance.

The City Zoning Ordinance calculates height as a maximum rather than an average. Ordinance section 8131 provides guidance on height limits and how they are measured. Height is measured from the top of the street curb nearest the front property line to the top of the structure. Specific zone districts such as residential, commercial and industrial have height limitations expressed in the number of stories and the maximum vertical height in feet. For example, in the D-T-R zone district, the Commercial designation allows a height limit of three stories to a maximum height of thirty-five feet. Due to the variety of possible roof styles, the City of Ventura's zoning ordinance states simply that height is measured to the top of the structure regardless of roof type. Therefore, building height could vary depending on roof construction. The ordinance exempts incidental roof projections which are not subject to the measurement of overall height including: chimneys which meet UBC minimum codes, nonmechanical vents, stairway/elevator housings, and flagpoles.

The consultant recommends that average height definitions be computed in accord with conventional architectural practice. The Architectural Board of Review should evaluate average building height issues on a case by case basis for all projects within the E, L, M, and N area. The consultant recommends that the language in section 605 3 (g) be revised to read:

The consultant recommends that average height definitions be computed in accord with conventional architectural practice. The Architectural Board of Review should evaluate average building height issues on a case by case basis for all projects within the E, L, M, and N area. The consultant recommends that the language in section 605 3 (g) be revised to read:

Height- The method of measuring height should employ guidelines in the City's Zoning Ordinance subject to findings of architectural compatibility by the Redevelopment Agency and the Board of Architectural Review. Height may rise up to 45 feet or four stories as an average height; or up to six stories or 75 feet for building elements as approved by the Agency, the Board of Architectural Review, and appropriate decision making bodies (Planning Commission or City Council). [The balance of the existing language in this section does not need to be revised and should remain as proposed in the Amended Plan language.]

MITIGATION MEASURES

The mitigation plan to prevent significant adverse effects on visual resources is outlined in the Aesthetics and Quality of Life portion of this chapter. The mitigation measures incorporated into the Design Guidelines have been created to implement the area-wide and general mitigation planning recommended in the recent Comprehensive Plan Update EIR completed by McClelland Engineers. The visual resources section of this document recommended:

- "(1) Adopt architectural and landscape standards for scenic corridors, scenic approaches, entry ways, and future urban development....to create a sense of identity through aesthetic treatment of natural features and enframement of public viewing opportunities.
- (2) Create developer incentives to encourage renovation of existing urban areas and retention of historic features in Special Design Districts, community landscaping and stonework program;
- (3) Create developer incentives to encourage provision of public views through construction of outdoor plazas and creation of view corridors to middle and distant views;
- (4) Incorporate ... design policies and standards .. proposed in the Community Design Element Technical Appendix...[including linkage between downtown and coast, urban landscaping, and preservation of unique local architectural character...]."

These recommendations have been incorporated into the Design Guidelines presented in the following section. Furthermore, the proposed language of the Redevelopment Plan contains three specific provisions designed to protect view corridors. These measures include:

Height- The method of measuring height should employ guidelines in the City's Zoning Ordinance subject to findings of architectural compatibility by the Redevelopment Agency and the Board of Architectural Review. Height may rise up to 45 feet or four stories as an-average height; or up to six stories or 75 feet for building elements as approved by the Agency, the Board of Architectural Review, and appropriate decision making bodies (Planning Commission or City Council). [The balance of the existing language in this section does not need to be revised and should remain as proposed in the Amended Plan language.]

"Section 605.4.e.

e. Height - The method of measuring height is specified in the City Zoning Ordinance. Height elements should be visually interesting. View corridors shall

be provided per adopted plans, so that building elements preserve partial visibility of the ocean and coastline for development on properties adjacent to Poli Street or the hillsides above Poli Street, and so building elements do not obscure visibility of the hillsides from U.S. 101 Freeway or the beach."

"Section 609.1.a.3.

3. All new construction exceeding 45 feet in height located within area designated mixed use shall submit with the submittals for a Planned Development Permit a view corridor study that demonstrates how the project will retain view corridors between the hillsides and the ocean."

These provisions are adequate to preserve view corridors from hillside perspectives north of the Plan boundary.

Residual Effects: Not significant



8.3 AESTHETICS AND QUALITY OF LIFE

The purpose of this section of the EIR is to address the changing character of the Redevelopment Plan area and to present proposed guidelines for future development. The Redevelopment Plan contains several goals that encourage developing a unified set of design criteria (Goal F) that are compatible with the unique historic resources (Goal G) in the Downtown community.

To illustrate the recommended guidelines, a set of photographs is provided in this section. The purpose of these illustrations is to present examples of effective integration of historic and architectural elements and also to identify poor examples of such attempts. In addition, illustrations are presented of the range of building types that illustrate regional architectural identity in Ventura.

The section concludes with recommended design guidelines which address building height to set back ratios, recommended materials and detailing, urban landscape planning, and other related issues. An Art-in-Public Places Program evaluation is also provided.

In the following discussion, references to recent Redevelopment efforts in Santa Barbara are provided. Santa Barbara and Ventura are sister cities; they share similar physical and geographic characteristics; both communities have been partitioned by major transportation corridors; nearly the same range of historic architectural structures are present in the downtown area; both cities were established at about the same time and both have Mission influenced architecture and related urban plans and block sizes. Examples of successful and unsuccessful architectural and urban planning from the Redevelopment area in Santa Barbara are also provided. This information is useful in attempting to avoid repeating mistakes and for illustrating what has succeeded.

Community Aesthetics and Quality of Life

Each city and region is characterized not only by its natural environment but by the history of its man made environment and architecture. It is important to refer to and integrate the Redevelopment vicinity with the existing characteristics of the surrounding area. Although the land uses may change through time, the sense of aesthetic integration and continuity in architectural development must be encouraged. The Downtown and Avenue Communities are the oldest portions of Ventura and as such these communities contain a record of the aesthetic development and architectural heritage of the City, and, in a broader, regional context, the heritage of California's development.

Such 'old town' areas are being redeveloped in many parts of California without due consideration for the heritage of architectural forms that are unique to California prior to the advent of Modernism and Post Modernism. Since World War II, distinctive regional California architecture has been broadly replaced by buildings designed in accord with Modernist principles which are reflected in large scale suburban developments with simultaneously designed houses that are undistinguished from one another and from one community to another.

Since World War II, much of the housing stock and commercial/industrial development throughout California has been created by individuals living outside of the communities where new construction has occurred. This trend is a significant departure from the way both homes and businesses were conceived and built in the 18th, 19th, and early 20th centuries; during these time periods, usually a home builder or local merchant resided in the community where he/she did business or lived. In recent years, the architectural heritage of the community has been considered less closely in conceiving both home and commercial developments. Moreover, the building industry has changed and the approach to development has shifted since World War II to producing homes and commercial structures to maximize investment return, a reasonable economic goal. However, as a result, building detailing, custom construction, and regional design considerations have been generalized, minimized, or eliminated.

Based on comments on the Notice-of-Preparation and the concerns of local preservation based interest groups, it is apparent that a significant community concern for preservation of the unique quality of older downtown exists. This movement is a reaction to the trends discussed above. There is considerable concern about the gradual replacement of the community's architectural heritage by undistinguished structures which ignore the community's uniqueness and established architectural styles.

Architectural Setting

There are essentially five different architectural manifestations in the Redevelopment Plan area which are related to the historic development of the community of Ventura. These themes provide important organizing principals for considering the diversity of styles available for approaching the solution of aesthetic problems. The essential characteristics of each of these 'periods' in architectural history are summarized in the following discussion. Illustrations of each type of architectural style are provided on Figure 8.3-1. Historic Chinese architecture is included in the discussion of styles, but is not illustrated separately due to limited extant structures.

Hispanic Pueblo/Mediterranean/Mission Style

Mission period structures were the first types of buildings constructed in the City. The distinctive simplicity and massing of Mission period structures is characterized by massive building lines, covered porches, hip and gable roof construction, the use of quadrangle open spaces, and the presence of well defined, enclosed courtyard gardens. Building materials and surfaces were simple (mud and plaster and fired clay) and dominant colors were white (walls), terra-cotta (roof, patio, and walkway elements), and brown (exposed wood surfaces). Openings were defined by the use of arched passages and rectangular shaped doors and windows. Trim elements (window grills, vents, doorways) were usually constructed of either wood or iron. Color was used for wall painting and painted details. Exposed lintels are characteristic of this type of architecture. Mission San Buenaventura is an excellent example of this style. (Figures 8.3-2 through 8.3-4)

Victorian Style

Victorian structures superseded Mission Period adobe architectural elements; the importation of this type of design was related to the 'Americanization' of the City in the later 19th century. These structures are characterized by clapboard siding, steep gable roof elements covered by wood shake shingles, vertical design orientation (opposed to a more horizontal orientation in the Mission Period structures), two story construction, ornate wood tooled detailing and covered porch entries. Aesthetically, these structures reflect their origin: Victorian structures evolved to solve problems related to urban settings. Victorian buildings introduced an entirely new focus for building color, detailing, and structure proximity. Victorian buildings contrast sharply with Mission design elements. An area within the Redevelopment Plan (along Figueroa Street) has been dedicated to the reconstruction of Victorian period structures. (Figure 8.3-5)

Deco/Moderne

This is a broad category of existing structures whose style derives from the time period between World Wars I and II. This category includes structures with Mission Revival/Pueblo elements and features more traditionally associated with the Art Deco style. This type of architecture may be characterized by parapet walls, rounded building edges, flat roof construction, and ornament characteristic of motifs popularized by Middle Eastern, Egyptian and Mediterranean architecture. Detailing includes the introduction of the continuous facade freeze elements (often derived from Middle Eastern/Egyptian motifs) and the use of decorative cornices and low bas relief design elements. It was during this time period that glass block construction was initiated and window square footages were substantially increased over prior styles. This time period does not include any of the structures that are 'modernist' (i.e., post World War II structures such as the Holiday Inn and the Senior Housing Project on Santa Clara). (Figures 8.3-6 and 8.3-7)

Examples of Architectural Styles



1 Hispanic Pueblo/Mediterranean/Mission Style



Victorian Style



3 Art Deco/Moderne Style



California Bungalow Style



Industrial/Modern/Miscellaneous





California Bungalow Style

This type of architecture is characterized by smaller scale, cottage sized wood frame buildings which are different from Victorian structures. California Bungalows lack the ornate building detailing and two story plan associated with Victorians. Simple and modest in scale, these structures are primarily residential and were not adapted to commercial uses (except recently). Bungalows generally have horizontal wood siding, horizontal window forms with heavy wood trim (partly derived from oriental influences), low gable roof structures and a gabled porch frequently flanked by square wood columns. Roof materials are wood shake or asphalt shingles. (Figure 8.3-8)

There are good examples of Bungalow style buildings within the Redevelopment boundary in the Avenue Community, and numerous fine examples directly east of the project area. There are only five California bungalows in the Redevelopment area; these structures are concentrated on Block N. The Avenue community appears to be in transition; about half of the homes in this area are in a poor state of repair and the remainder are well maintained or are being renovated. It would be desirable to preserve and upgrade the best examples of the Bungalow style structures in the Redevelopment area and immediately surrounding vicinity. The creation of an architectural district (similar to the Victorian Row on Figueroa Street) would be an effective way to encourage preservation of this part of the architectural heritage of the community. Creation of such a district is advised; although the Redevelopment Agency would not be responsible for proposing or implementing such a district, the general objective of upgrading the downtown core would be enhanced by such a district. Bungalow style homes are interspersed with Deco influenced Hispanic Mission style and Victorians of similar scale. Most of these structures were constructed between about 1910 and 1945.

Historic Chinese

There was a significant Chinese-American cultural influence expressed architecturally at one time in the Redevelopment area and surrounding community. Although the consultant did not observe any extant structures that are dominantly Chinese-California in style, the Bungalow illustrated in Figure 8.3-4 is an excellent example of the Asian influences incorporated into California Bungalow and craftsman homes.

Industrial/Moderne

This category is comprised of buildings generally considered to be undistinguished and dominated by their intended function. As such, they make little positive contribution to the community aesthetic and have not incorporated any of the dominant features of the local architectural heritage. (Figure 8.3-9)

Modernism was an attempt by architects to create a global, urban, high density architecture devoid of regional characteristics and detailing. Structures that are Modernist in orientation are very similar regardless of their placement; for example, housing projects in France, California, or Spain constructed with these design principals are almost indistinguishable. Both the Holiday Inn and Senior Housing projects are examples of Modernism; these two structures are the highest and most noticeable buildings in the Ventura 'skyline'.

Industrial structures which are purely functional in design, massing, and detailing, are a dominant building type in the Redevelopment Plan area. The current Plan represents an upgraded effort to remove these types of buildings and land uses from the downtown area. The Texaco Tank Farm on Block U, for example, occupies the primary beach location within the Redevelopment boundary.

Hybrid Hispanic

This category includes relatively recent structures that incorporate Mission or hispanic elements, but for reasons described below, these hybridized elements are considered inferior and under detailed styles to be avoided in future construction.

Design Guidelines: Architectural Sources and Concept Evaluation

The design guidelines presented in the concluding Mitigation Measures section of this chapter were derived from a detailed study of the historic structures within the Redevelopment area. The discussion addresses both successful aesthetic qualities and how to carry forward architectural heritage values into new construction. In addition, the consultants have included examples of relatively recent construction which are unsuccessful aesthetically. The photographic-essay concerning design issues concludes with examples of recent projects that illustrate both successes and failures in structures similar to those proposed by the Redevelopment Agency.

The consultants have recommended that all future building architecture in the Redevelopment Plan boundary be derived from the four categories presented in the following discussion. Use of Modern/Industrial and Hybrid Spanish styles (categories 6 and 7) are not recommended and are prohibited in the proposed Design Guidelines.

Category One: Hispanic Pueblo/Mediterranean/Mission Style

Mission San Buenaventura was the original Spanish building in the downtown area which defined the aesthetic and community plan of the City. The presence of an open courtyard, large gardens, and direct orientation to the ocean are aspects of original site planning by the Spanish which have been carried forward in the present City layout. The California Mission style of architecture is the most dominant and visible guiding aesthetic in the downtown area. In coastal cities in California that were founded by Franciscan Missionaries (for example, San Diego, Ventura, Santa Barbara, San Juan Capistrano, San Luis Obispo, and Monterey), Mission based architecture has had a pervading influence that ultimately has extended beyond the Mission cities to be identified as the California regional architectural style. (See Figures 8.3-2 through 8.3-4).

<u>Photo 1</u> - Mission San Buenaventura-front elevation: In comparison to other Missions in southern California, the Ventura mission is distinguished by its simplicity. The building is well proportioned, has comfortably spaced door and window openings, classical arch forms at entries, and simple details well scaled to the mass of the building.

Photo 2 - Ventura Mission- courtyard and quadrangle interior: The interior of the mission provides an excellent example of a very successful building plan and illustrates an essential concept incorporated into the Design Guidelines: creation of a set-back ratio for second story structures. The use of broad spanning arches, traditional wood framed multiple pane windows and the use of small scale fountain design create a human scale setting. This courtyard illustrates a second important feature of the Design Guidelines: attention to detail and assuring a sense of classical, smaller scale features in public areas. The recently constructed fountain across from the Mission (on Main Street) contrasts with the quadrangle fountain in the following ways: the modern fountain is large and bulky in proportion, over-active, surrounded by surfaces that are uncomfortable to sit or lean on, and is poorly integrated into surrounding landscaping.

Photos 3 and 4 - Foster School: This structure is a successful example of the use of Mission Revival architectural details and motifs including engaged columns, appropriately scaled cornice mouldings, low-relief pilastered door and window framing, deeply recessed porches, and traditional gabled roof with C-shaped tiles. Exterior details such as using Mission-style vent covers in porch enclosures and heavy square column fence posts illustrate how Mission structure details can be brought forward to contemporary uses.

<u>Photos 5 and 6</u> - Ventura Theater and adjacent structure: Although the marquee detracts somewhat from the aesthetics of the theater, the delicate, centralized second story columns; unusual Persian influenced cornice details and simple smooth-troweled white surface reiterates the Mediterranean flavor of Ventura's downtown architecture. Well-proportioned architectural details and appropriate street trees add to a sense of prosperity and good planning.

Hispanic Pueblo/Mediterranean/Mission Style















Hispanic Pueblo/Mediterranean/Mission Style













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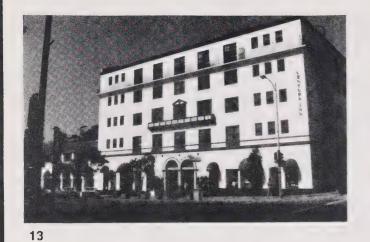


The PLANNING CORPORATION of Santa Barbara

Figure **8.3-3**



Hispanic Pueblo/Mediterranean/Mission Style





14





16





18



The **PLANNING CORPORATION** of Santa Barbara

Figure 8.3-4



<u>Photo 7</u> - Private Residence, Ventura Avenue: This is a successful example of how Hispanic Pueblo/Mission Style elements have been incorporated into a parapet wall to create an attractive roofline. The same structure, with a traditional gabled roof, would eliminate light, spaciousness, and interfere with landscape perception. The use of smooth plastered style walls and well proportioned fenestration are well complimented by Mission Period landscaping (note the mature cactus planting). This structure is simple, the landscaping is inexpensive to maintain, and the overall effect is an identifiable regional style that is typical of old downtown Ventura.

<u>Photo 8</u> - Hillside Residence, Poli Street: This building employs similar simple Mission Revival elements referred to in Photo 7. This structure shares with the Mission a simple plastered courtyard wall designed to separate public from private space; the facing of the wall is attractively landscaped. This illustration also displays the value of set-back ratios and stepped-back building height, however the upper third level addition could have been improved with finished architectural details that better reflect the style of the existing lower two levels.

Photos 9 and 10 - Cedar at Poli Apartment Building: These photos illustrate the front and rear elevations of a four story apartment building constructed on the hillside above the Redevelopment area (facing the Ventura River). This building also illustrates the unification of parapet wall and flat roof construction with subtle Mission Revival elements (as in the structure in Photo 7). This piece of architecture is a visible part of the hillside view corridor from the Highway towards the City. The pink-mauve adobe color of this building is a pleasant departure from the current predominance of beige exterior color surfaces in the hillside and old downtown area. Beige is not a traditional Mission Period wash, exterior building color or Mediterranean in tradition; plastered surfaces were generally white and detail painting and trim colors were deeper, brighter, and used for accent and to distinguish structures from each other.

Characteristic of the Ventura aesthetic, this structure is simple. It incorporates Mission Revival elements (terra-cotta roof drain spouts, tile covered porches, simple rounded parapet wall roof details, and smooth trowelled wall surfaces). One of the important criteria defining both Mission and Mission Revival wall surface style is the hand made, smooth-trowelled surface. The use of textured stucco and heavily textured plaster are unauthentic, visually offensive, and are uncomfortable to touch, stand, or lean against. Textured stucco surfaces tend to look blighted as a result of chipping and erosion, are difficult to clean, and tend to collect dirt and pollutants that cause color deterioration. The Design Guidelines specifically prohibit textured stucco/cement/plaster surfaces.

<u>Photo 11</u> - Palm Street Hotel: This is a good example of simple spanish colonial influenced architecture adjacent to the senior housing building, it will not be removed for redevelopment.

<u>Photo 12</u> - East Main Street Residence: This is a good example of existing spanish colonial influence on residential architecture near the Redevelopment area. Use of wood trim elements, smooth troweled surface, well organized, asymmetrical massing and wrought iron details create an effective, distinctive architecture.

<u>Photos 13 and 14</u> - Both of these are good examples of Mediterranean influenced urban structures that are simple, well-proportioned, tastefully detailed and add a sense of elegance to the Downtown area. The windows, passageways and arches are classically proportioned and the organization of the elevations is interesting without being too busy or cluttered. The scale feels comfortable and human for large scaled building; the smooth trowelled surface appealing to look at and light reflective, as opposed to the light absorbing qualities of textured stucco.

<u>Photo 15</u> - Ventura County Museum of Art: This recent building differs substantially from older structures in the downtown area in its marginal incorporation of Ventura's existing architectural heritage. What is successful about this structure is the building surface which is smooth trowelled (not textured stucco), its use of C-shaped terra-cotta tiles, and excellent regional landscape design including palms, century plants, agaves, and succulents. The use of a high-keyed, reflective white paint surface on the exterior is characteristic of

both the Mission and the Mediterranean style of architecture established by the Spanish. The use of beige colors on wall surfaces absorbs rather than reflects light, detracts from effective landscaping, and has little in common with Mission or Mission Revival aesthetics.

<u>Photo 16</u> - Pacific Bell Building: Although the landscaping is not distinctive of the region, this structure is a good example of a simple interpretation of Spanish Colonial/Mission influenced design with well proportioned doors and windows. Traditional looking Mediterranean surface and quality terra cotta roof tiles with the introduction of drought tolerant mission period garden plants this would make an excellent historically compatible, regional environment.

Photo 17 - Ventura Avenue Commercial Structure: Although in a less than desirable state of repair, this structure provides a good model for adapting Spanish Colonial revival elements in a mixed-use or commercial context. This structure is characterized by the following features which have successfully employed these details including use of asymmetrical windows, offset balconies, first story arched facade, varied gable roof line, appropriate chimney details, well proportioned and styled wrought iron work, and unusual surface variation. This structure has in common with Ventura Mission the attributes of simplicity, lack of ornateness, and reference to classical proportion. However, the surface texture of the building with rough troweled stucco makings is not a desirable finish. Unfortunately, the absence of even simple landscaping detracts from the overall quality of the facade. This issue is addressed in the Design Guidelines.

<u>Photo 18</u> - The Elizabeth Bard Memorial Building is an excellent example of a commercial building of the incorporation of Mission Revival and Spanish Colonial design features. The landscaping and use of sandstone in the perimeter wall are fine examples of the contemporary application of traditional materials and plants.

Category Two: Victorian Structures

Within the downtown area, Ventura has a rich and varied heritage of Victorian styles of architecture. Victorians are distributed throughout the commercial downtown core, the Avenues, and directly east of the project area. A special district for relocated structures from the Victorian era has been dedicated south of the Mission between Santa Clara and Thompson on Figueroa. In Ventura, the Victorian tradition is primarily expressed in one and two story residential structures. Since World War II, many Victorian structures in Ventura have been converted to office-residential-restaurant uses but the style has not been successfully translated into larger multi-level mixed use structures. (See Figure 8.3-5).

Examples of extant large scale Victorian buildings are typically used as apartments or hotels (for example, the Hotel Del Coronado in San Diego, the Upham Hotel in Santa Barbara, and several residential hotels in Pasadena). Because of the high cost of detail work which is characteristic of Victorians, it is less practical to build in this style on a large scale. The most appropriate use of Victorian styles in the Redevelopment area would be for smaller scale residential or commercial projects. Under-detailed buildings based on Victorian style lose their distinctiveness and recognizability and are susceptible to appearing barren, utilitarian, and out of context. Several Guidelines for Victorian construction have been provided. The La Mer Bed and Breakfast located at 411 Poli Street, although not illustrated, is an excellent example of a local Victorian with Cape Cod influence. This 2 1/2 story structure, renovated in 1983, was constructed in 1890.

Photos 1, 2, and 3 - Victorian Row, Downtown: These three structures are all recently renovated and/or relocated buildings which comprise the first phase of construction along Victorian Row on Figueroa Street. In keeping with the Ventura aesthetic, each of these buildings are simplified and less detailed than more elaborate Victorians found in other southern California communities. The building in Photo 2 is simplified and utilitarian in its approach to the style. Less detailing than is provided in this example should not be permitted. The use of a three color exterior palette (as in this case) is typical of contemporary Victorian palettes and should be encouraged. Traditionally, Country Victorians are all white as in Photo 6. This recommendation has been made in the Design Guidelines.

Victorian Style













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Ten common exterior features define this style. These features include:

- o vertical construction orientation
- o smooth planed horizontal wood siding
- o ornate wood-tooled detailing
- o three color exterior palette or white with green color trim
- o hip and gable roof construction
- o predominance of elongated vertical windows
- o use of oval, semi-round, or complex geometric fenestration (attic vents, windows, or stained/leaded glass designs)
- o covered porches/verandas
- o bay windows or bay-like elements
- o projecting gabled entry with pediment details.

The Design Guidelines recommend that all new Victorian style construction incorporate these minimum elements. All three of these newly renovated buildings meet these basic criteria.

<u>Photo 4 and 5</u> - Avenue Victorian: These plates illustrate two excellent examples of Victorian residential architecture in the Avenue Community. The ten minimum Design Guideline requirements for Victorians were derived through study of these and other structures in the Avenue Community. Consideration should be given to preserving or relocating the best examples of Victorian style architecture in the Avenues to the Redevelopment area as these properties become available or are displaced through new construction.

<u>Photo 6</u> - Santa Clara Street Victorian: This is an example of a well maintained traditionally painted Victorian that is surrounded by beautiful, mature regional landscaping. An excellent study in the integration of period architecture and landscaping.

Category Three: Art Deco/Moderne

The construction of many existing industrial and commercial buildings in Ventura date to the interval between World Wars I and II. Art Deco/Moderne as used by the consultants is a broad and inclusive category. Some buildings constructed prior to 1910 have been included in this category because they exhibit (or anticipate) features which eventually defined the Art Deco/Streamline Moderne aesthetic. The linkage in some cases is as simple as an anticipation of the scale of Deco/Moderne structures. Obviously, some of the buildings in this category overlap with Mediterranean/Mission style category due to the use of exterior finish design elements. The decision to use such structures in this category generally is based on the introduction of geometricized Middle Eastern/Egyptian motifs popularly associated with Art Deco influences. (See Figures 8.3-6 and 8.3-7).

Photos

- 1) Great Pacific Ironworks
- 2) Club Soda
- 3) Commercial Building, Main Street
- 4) Mayfair Theater
- 5) Commercial Building, Ventura Avenue
- 6) Church, Santa Clara Street
- 7) Church, Santa Clara
- 8), 9) Residences, Avenue Community

Structures 1 and 2 are classic examples of commercial buildings within this category. Dominant characteristics of this type of Art Deco building include the use of parapet walls and flat roof construction and the presence of stepped, angularized cornices. Other features common to this building type are low bas-relief applique around portal entries, windows, and near cornices.



Art Deco/Moderne Style







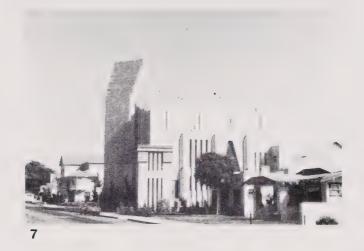








Art Deco/Moderne Style









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Egyptian/Middle Eastern sources have influenced stylistic devices that are commonly employed in buildings of this type. These features are best illustrated in Photos 2, 5, 6, and 7.

In the 1930's and 40's, the streamlined Moderne style acknowledged the influence of the automobile and the ocean liner in architecture by introducing elegant curves, glass block, chrome details and "stream lined" forms expressed in rounded horizontal metal railings, softened edges and an upward sense of movement reflecting contemporary visions of space and the future. This influence is present in Photos 2, 4, 6 and 7. Photos 1, 3, 5, 8 and 9 illustrate a classic southern California hybrid style which incorporates Bungalow horizontally, Art Deco architectural motifs and Hispanic/Mediterranean surfaces and details.

The use of this category of architecture in future construction in the Redevelopment area is appropriate for mixed-use, commercial and residential buildings. Many of the buildings in Ventura related to the Art Deco/Moderne movement are incorporated Mediterranean/Mission Revival elements. These structures look contemporary in part because they share some features with some forms of Post Modern architecture. One of the advantages of parapet wall construction is the modest roofline (absence of gables) which preserves view corridors and assures the movement of air and light along the streetscape. Ventura has a Mediterranean type of climate and therefore the environmental factors that require steep-pitched hip and gable roof structures are not present. The fusion of Art Deco/Moderne and Mediterranean-Mission Style architecture is an authentic, regional California style that should be encouraged.

Category Four: California Bungalow

Several examples of California Bungalow types of architecture present in the Redevelopment Plan area are provided in Photos 1 through 6. These photos display typical Bungalow structures. Bungalows are not readily adapted to the higher density and mixed use planning needs in the Redevelopment area because they are cottage sized, single story in plan and scale.

The most appropriate higher density use of bungalows would be in a bungalow court setting; these developments are characterized by small, detached cottages with generally unified design features which are oriented around a central garden courtyard. The density achieved in these courtyard bungalow arrangements is far less than what is proposed for the Plan. Nonetheless, in areas where low enough density can be planned, this type of architecture should be encouraged. (See Figure 8.3-8).

Bungalow style architecture is related to the development of the early 20th century 'Craftsman Movement' which is associated with architects such as Greene and Greene and John Maybeck. These architects are known for building large scale residences using wood frame construction and Craftsman Style details which in part reflect subtle oriental influence. Relating bungalow architecture to large scale buildings in the Redevelopment Plan area would best be achieved by incorporating the design ideas of Greene and Greene, Maybeck, and other designers prominent in the Craftsman Movement. There are no examples of these types of large scale structures in the Plan boundary or immediately adjacent area; however, such a design solution could be appropriate if the structure's design uses existing Ventura bungalow details as guiding principles.

Category Five: Historic Chinese and Other Ethnically Derived Structures

Downtown Ventura once supported a substantial Chinese community which was housed in residential and commercial structures derived from Chinese urban architecture of the 19th and early 20th century. All of these structures have now either been demolished or substantially modified beyond recognition. Immigrant Italians also constructed houses and commercial buildings derived from the architecture of Italian cities but all of these structures have also either been demolished or completed modified. Nonetheless, new structures derived from both of these traditions are historically appropriate for future development. The appropriateness of constructing ethnically derived structures should be determined on a block by block basis; these structures should be encouraged only where there is historic justification for the adoption of this style type.



California Bungalow Style















Category Six: Modern/Industrial

The Redevelopment Plan specifically encourages removal of incompatible auto, oil industry and heavy industry uses and related structures. The Plan also mandates compatibility of new construction with the historic resources and architectural trends in the area. Members of the public have also expressed concern about retaining the Hispanic/Mission heritage of the downtown area. In addition, the public is interested in preventing modern, urban, high-rise construction or inappropriate hybrids (such as five story Victorians or the introduction of generic suburban shopping center architecture). (See Figure 8.3-9).

Both of the existing, prominent high rise buildings (Holiday Inn-Photo 2-and the Senior Housing Project-Photo 1) are examples of Modernism in urban architecture common after World War II. Neither structure could have been constructed under the present Plan. These buildings exhibit no characteristic details or regional influences; quality in details, trim, window types and shapes, and landscaping have been subordinated to function. The Holiday Inn is a signature building for the corporation rather than an integrated piece of local architecture. Many of the remaining industrial buildings in the Redevelopment area are slated for acquisition and replacement. These structures are utilitarian and have not been planned with a concern for regional aesthetics.

Although entirely out of context, some modifications to the building exteriors of these two Modernist structures could be performed to mitigate their adverse visual effects. A program of carefully planned painting, introduction of balcony plantings, application of architectural details, and exterior modifications could be undertaken that would improve the aesthetics of both of these structures. Buildings of this type should be prohibited in the future; this recommendation is made in the Design Guidelines.

Category Seven: Hybrid Hispanic Styles

Buildings of this type should also be prohibited. They are defined by the presence of one or more Hispanic elements that have been incorporated into buildings that otherwise have little or no affiliation with the classic Mediterranean/Mission/Hispanic tradition. Buildings of this type date to the post-war period and most were constructed after about 1970. Very often, such buildings merely place terra-cotta roof tiles on experimental or undistinguished and awkward structures. Examples are provided in the following discussion. (See Figures 8.3-10 and 8.3-11).

<u>Photo 1</u> - Apartment House: Comparing this structure to the Mission courtyard (Photo 5) illustrates the primary deficiencies and problems with this hybrid style. For a two story structure, the hybrid style appears massive; large block-like horizontal and vertical elements are in close proximity. Windows are poorly articulated (i.e., difficult to see) and large areas of blank two story wall surface are out of context and have no relation to the structures they frame.

The roofline is non-traditional, awkward, and resembles styles encountered in industrial settings. This style is over-complex and characterized by a disorganized division of the exterior surface. The building elevation resembles an isolated segment of a modern high rise with terra-cotta tiles, textured beige stucco (also non-traditional), and residential fixtures. Setback landscaping is stark; not used effectively.

<u>Photos 2 and 3</u> - Housing in the Redevelopment Plan boundary: These photos illustrate additional examples of attempts to Hispanicize non-traditional and awkwardly designed structures. Specific problems include:

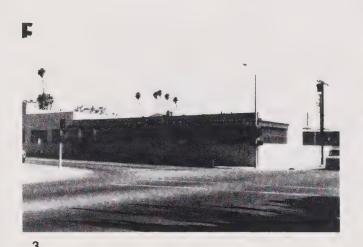
- o absence of different size and shape windows
- o absence of non-symmetrical elements (photo 2)
- o absence of traditional wrought-iron or wood beams, posts, lintels, or railings (photo 2)
- o discontinuity in the exterior walls preventing creation well designed courtyards
- o non-traditional, awkward placement of building entrances
- o use of unauthentic appearing textured stucco



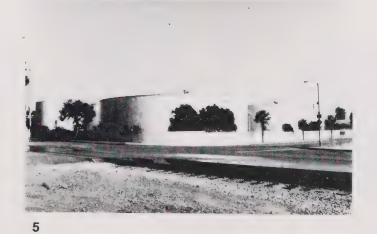
Modern/Industrial Style













Hybrid Hispanic Styles













6



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Figure 8.3-10



Hybrid Hispanic Styles











- o unauthentic roof angles and proportions
- o poor quality roof tiles

In addition, the buildings in Photos 3, 4, 5, and 6 have many of the same massing, planning, and detailing problems discussed in the previous photos.

<u>Photo 4</u> - Mission Animal Hospital: This building was singled out for discussion because it attempts to hybridize French and Spanish elements in the use of a mansard roofline and severe corner buttresses. Use of mansard roof construction is not an historic design solution in the Redevelopment Area and should not be permitted.

<u>Photo 7</u> - Museum Clock Tower: The Redevelopment Plan includes provisions for the creation of architectural elements that can exceed 45 feet in height. Such elements are likely to include campaniles, bell towers, clock towers, and domes. Elements that are placed on the roof structures of buildings in the Redevelopment Plan area should taper or step back as they ascend. This photograph illustrates a tower that reverses this objective and has a heavy quality due to the absence of arches or other appropriate fenestration associated with upper portions of towers. The upper tower resembles an observation floor or bell tower without proper openings. The Design Guidelines include recommended surfaces, shapes, and details.

<u>Photo 8</u> - Mission Plaza Retail Center: This retail center is characteristic of suburban shopping centers in the hybrid Hispanic tradition. No attempt was made to link this Center stylistically to the historic or architectural setting of Main Street. The buildings comprising Mission Plaza have no local distinctiveness and could be located in virtually any community in the greater Southwest. Moreover, the minimal landscaping in the parking lot does not relate to the region.

Discussion: Mixed-Use High Density Projects in Santa Barbara: Successes and Failures (See Figures 8.3-12 and 8.3-13).

A substantial upgrade of the downtown portion of the community of Santa Barbara and surrounding portions of the community is currently occurring. For comparative purposes and to illustrate important concepts in the proposed architectural guidelines, a discussion of some recent structures in Santa Barbara is included. Examples include:

Photos 1 and 2 - Berkus Group Architects Office: Santa Barbara

Photos 3 and 4 - Plaza Linda Vista: Santa Barbara

Photos 5 and 6 - Parking Lot/Commercial: Santa Barbara Redevelopment Agency

Photos 7 and 8 - Rancho Franciscan

Photo 9 - Villa Franciscan

Photo 10 - Chapala Street Commercial District

Photos 1 and 2 illustrate a successful example of incorporation of regional architectural design in the Hispanic/Mediterranean style. The wall surfaces are smooth trowelled and painted a high key white. The building facade has varied massing and is stepped back. Proportions are classical and traditional. Fenestration is asymmetrical yet balanced. There is not an excessive amount of detail yet the building does not appear barren or massive. Although a relatively large building with substantial square footage, an impression of intimacy and small scale is created. Residential units are present on the top floor and parking is provided partially underground. This is also an excellent example of the use of dryscape landscaping. The building also illustrates the set-back to step-back ratio recommended in the Design Guidelines.



Recent Redevelopment and Mixed Use Projects















Recent Redevelopment and Mixed Use Projects











Photos 3 and 4 of Plaza Linda Vista in Santa Barbara illustrate an inventive and successful use of orienting a new structure around smaller, older, single story existing buildings in an 'L' shaped configuration. This development includes condominiums, penthouses, and two floors of commercial office space with underground parking. The elevations illustrate well organized, suitably detailed facades.

Photos 5 and 6 illustrate how parking structures and retail/commercial space have been integrated in recent redevelopment sponsored construction in Santa Barbara. The structures effectively incorporate Mission Revival/Mediterranean motifs in large scale architectural settings. These buildings represent a substantial change in density over prior uses; the incorporation of retail space lining the first floor of parking minimizes the mass of the structure. These buildings illustrate how the set-back/step-back ratio recommended in the Guidelines has been used in parking structures. These buildings have also been effectively landscaped using planters and street trees.

Photos 7 and 8 illustrate a 25 dwelling unit per acre seniors only residential community in Santa Barbara with on-site parking. The development is relatively successful at incorporating local architectural heritage features into the design. Increase step-back ratios on the third story would have prevented the heavy massing that occurs. Detailing is adequate. Individual balcony landscaping could substantially reduce the sense of mass on upper floors. The landscaping is atypical and probably more water intensive than is necessary. More effective use of dry fountains, regional drought-tolerant plants, fountains, and smaller accent grass areas could have improved the exterior space for the project.

Photo 9 displays a commercial area on Chapala Street in Santa Barbara. Although individual buildings all have merit, the overall effect is of poorly integrated, confusingly massed facades. Setbacks between buildings are non-existent; street facade set-backs are either inadequate or non-existent. There is no sense of architectural focus on the block as a whole as each separate building competes for dominance. Street landscaping and inter-building landscaping which could assist in breaking-up the massing is either non-existent or inadequate.

The final Photo (#10 on Figure 8.3-13) illustrates a development located adjacent to the senior project described in photo 8. This is a 10 unit per acre project. Although less massive appearing than the adjacent project, the elevations are Post-modern in style and color and are less typical of the Hispanic/Mediterranean influences than the adjacent senior project. This development does not effectively incorporate traditional regional influences. For its relatively low density, the development conveys a sense of crowdedness due to the presence of busy, block-like elevations. Windows and doors are nearly uniform throughout the development and detailing lacks variation. The roofing materials are contemporary in appearance. The color scheme (pink and salmon walls, turquoise accent tiles, and unpainted concrete columns) typify color relationships common in Los Angeles and other highly urbanized areas.

The Art in Public Places Program

Section 602.2 of the Redevelopment Plan includes an 'Art in Public Places' provision which requires a mandatory set aside for art in a public place for any project over \$500,000.00 in value. One of the reasons that such programs have been conceived and implemented nationwide is to assure that the public view corridors are preserved and enhanced in an era that has been characterized by increasing massiveness in urban design. Another objective of public place art programs is to provide an opportunity for artists to participate in the development process at the local level.

In some communities, Art in Public Places programs often result in the installation of large commission sculptures or the creation of out-of-context murals which are poorly integrated into the regional architecture and open space provided in urban centers. The text of the existing Art in Public Places program in the Plan encourages both mural art and sculpture as primary objectives. In the consultant's judgement, because many of the open spaces and building facades in many parts of the downtown area are under detailed, under decorated, and poorly landscaped, some modifications are recommended to the proposed language of the Plan to encourage aesthetic improvement of the Plan vicinity.

Specifically, the Art in Public Places program should be re-oriented to emphasize public landscaping and open spaces, garden arts, building detailing and other exterior amenities over the current emphasis on sculpture and mural work. The following design elements should be encouraged:

- The creation of modest sized brightly painted tile plaques that explain briefly the historic significance of important structures, features, and places;
- The use of regional sandstone for facing portions of exterior walls of buildings; the creation planters within or adjacent to pedestrian walks or set-back areas;
- The creation of sandstone planters, tree wells, and free-standing low balustrade elements in open spaces or to line hillside streets such as the Poli Street and Cedar Street vicinity;
- The creation and installation of dry or wet fountains and small landscaped areas surrounding these features incorporating mission period gardens;
- o Landscape upgrades in public areas, parks, and highway corridors to increase the density of streetscape planting;
- o Renovation or reconstruction of period architecture facing important public streets;
- o Installation of landscaping or other public enhancement design measures along approaches to the Redevelopment Area (including providing landscaping along the Ventura Avenue approach to the Plan area);
- o The addition of detailing, resurfacing building exteriors (including painting) and otherwise upgrading building facades that do not comply with the proposed guidelines (the senior housing building, for example).

These measures all would more appropriately enhance the aesthetics of the downtown area at less expense than establishing a commission program for public murals and free-standing sculpture. Once major improvements in the community aesthetics are in place, then the solicitation of other forms of public art would be more appropriate.

Design Review and Public Participation: Special Design Problems on E, L, M, and N

Several development proposals previously submitted to the Redevelopment Agency were reviewed by the consultant in order to estimate the maximum square footage which could be developed on blocks E,L,M, and portions of N. Redevelopment staff were invited to critique these proposals so that the consultant could analyze an appropriately scaled project. Redevelopment staff were shown plans of the Paseo Nuevo project under construction by the Redevelopment Agency in the City of Santa Barbara and slides of developments in other cities as well as architectural themes in the downtown Ventura area.

The consultant was directed to develop a plan showing what could be developed under the proposed Mixed-Use district, considering the view corridor issues brought to the attention of Redevelopment staff from concerned hillside homeowners. A development proposal based on the maximum allowable buildout of block E,L,M,N with parking provided on block O was submitted to the Agency on March 14, 1989 and critiqued for size, bulk, scale and accuracy regarding uses to be demolished.

Following additional reconsideration, the Redevelopment Agency directed the consultant to reduce the maximum buildout scenario to approximately 200,000 square feet of additional square footage (in excess of existing uses). The total square footage to be developed for Blocks E,L, M, and portions of N under the

revised concept was approximately 357,500 square feet. This figure was partitioned between the four blocks with consideration given to view corridors, adjacent uses, traffic circulation and parking needs. The consultant used broad concepts of land use in rendering models of future developments that were used to assess view corridor impacts. The consultant developed elevations and growth scenarios for E, L, M and N as a model of future impacts. These elevations and related visual impacts are discussed in Section 13.0, Visual Resources.

MITIGATION MEASURES

Design Guidelines Mitigation Program

The following language should be added to the Redevelopment Plan to mitigate aesthetic, visual resource, and quality of life concerns:

- The Redevelopment Agency and the City's Architectural Review Board should meet as determined A. on a case by case basis, to review proposed developments at the following points in the development review process:
 - Preliminary Concept Review 1.
 - Revised Concept Review 2.
 - Final Concept Review 3.
- The Board and Agency should be responsible for reviewing plans for: <u>B</u>.
 - Appropriateness of building massing, scale, and height 1.
 - Color and exterior detailing (including exterior surfaces and color)
 - 2. 3. 4. 5. 6. 7. Signage
 - Lighting
 - Landscaping
 - Continuity with established architectural heritage
 - **Fixtures**
 - Building scale and style suitability

Section : Design Guidelines

- Access points to the Pacific Ocean and Ventura River. <u>A</u>.
 - Figueroa Street should be designated as the coastal access corridor for the 1. Redevelopment area. The following improvements shall be required prior to completion of Phase II of the Plan:
 - Lighting coordinated with the entry-ways should be installed within the <u>a</u>. underpass and at entries.
 - The underpass facing and approach should be upgraded with some type b. of architectural and landscaping element that is compatible with existing architectural styles as part of Phase II Figueroa Street Plan (e.g., stone facing, creation of an arch, etc.).
 - The tunnel interior should be lit and painted to create a sense of openness C. with appropriate detail or mural painting.
 - A similar treatment should be conceived and implemented south of the d. Highway coincident with Phase III on Block U development.

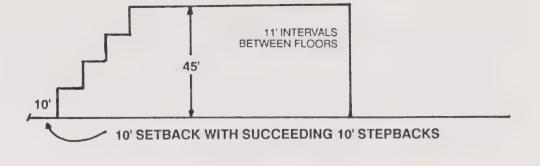
- 2. Main Street should be the designated access point to the Ventura River (and Taylor Ranch area).
 - a. The upgrading of this access point should be postponed until the potential use of Taylor Ranch as a future campus center is resolved.
 - b. If the campus is constructed as planned, an entrance improvement plan should be conceived and implemented which relates to Redevelopment area architectural styles and to the Figueroa Street coastal access corridor...

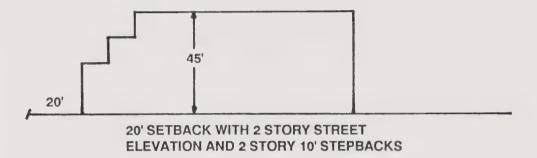
B. Wall surfaces and fenestration.

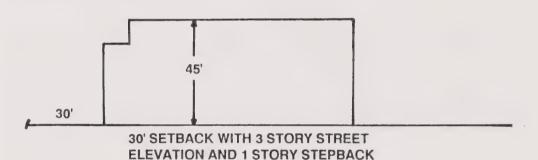
- 1. Large masses of unfenestrated wall areas should be prohibited (unless dedicated to special purposes such as a mural).
- 2. Use of materials such as brick, carved sandstone poured cement or cement block construction with smooth trowelled finish, traditional forms of wood siding (clap board or horizontal redwood beveled siding common in California bungalows) should be encouraged. The use of textured stucco should be prohibited. All stucco surfaces should be smooth, unsanded surfaces to prevent the collection of dirt, surface pollutants, and deterioration of painted surfaces.
- 3. At the pedestrian level, building corners should be softened to the extent feasible to prevent acute angles on corners. This increases the movement of light and can prevent injury. This is particularly important in areas of high population density.
- C. Style, building height, proportion, and setbacks.
 - 1. Architectural styles considered compatible with the existing architectural heritage should be permitted in the Redevelopment Area. Acceptable style/examples include (but are not limited to):
 - o Mission Revival\Hispanic Pueblo\Mediterranean
 - o Victorian
 - o Art Deco/Moderne
 - o California Bungalow
 - Any historically constructed building types (e.g., ethnically Chinese structures)
 - Other styles that conform to the intents of these guidelines
 - 2. The Redevelopment Agency should consider dedicating certain portions of the plan boundary as architectural heritage districts. These dedications could cover Mission/Hispanic, Victorian, California Bungalow, Chinese, or Deco/Moderne architectural styles.
 - 3. Traditional proportions and detailing characteristics of the styles enumerated in Section C.1 should guide the building massing and height in the Redevelopment area subject to the following limitations:

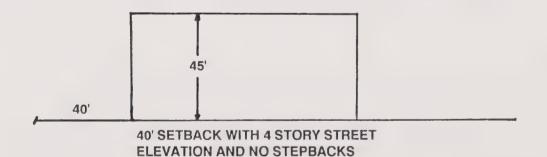
- a. With the exception of Main Street or areas where historic authenticity is considered compromised, all new construction (regardless of height should have a minimum setback from the sidewalk of ten feet. This area should be dedicated to street landscaping in open space. Covered areades/passageways should be considered open space. Outdoor eating areas should be encouraged and also be classified as open space.
- A building height stepback/setback ratio should be implemented by the <u>b</u>, Architectural Board of Review subject to the following minimum standards: an initial setback from the street boundary of 10 feet shall be required of all new construction except in areas where this setback would result in adverse aesthetic consequences. For buildings in excess of one story, every story above the first floor shall be stepped-back a minimum of an additional 10 feet for each succeeding story. This stepback would apply to the street facing portions of building only. A building with vertical walls and no stepbacked design on succeeding stories must be setback from the curb 10 additional feet for each story in height over the first story in addition to the first story's 10 foot setback. Portions of both setbacks and stepback space can be used for balcony's pergolas, patio areas (such as exterior dining space), urban landscaping, or open space. These stepback/setback requirements should only apply to elevations facing a street front or corner (see Figure 8.3-14) if warranted or to other portions of a design (at the discretion of the Architectural Board of Review).
- 4. No structures should be permitted with mirrored glass, or coatings on exterior glass.
- 5. All building surfaces at the pedestrian level should be compatible with existing architectural styles.
- 6. No unpainted mitre window trim should be permitted.
- 7. The use of glass block should not be considered as a window in computing window area percentages. In building facades facing the street, the use of glass block should be limited to buildings defined as Art Deco/Moderne by the Architectural Review Board.
- 8. The construction of decorative towers, campaniles, spires, and rotundas should not be included in the computation of average building height. These elements should be harmonious and proportionate to the massing of the building. Towers should not exceed 30% of the total building height. Towers should taper, or be stepped back as they ascend.
- 9. Traditional roof styles appropriate to the design classification of a building should be used and the use of experimental, severe, or non-traditional rooflines or roofing materials should be prohibited. Mansard roofs or their derivatives and traditional roof forms that have been hybridized should be prohibited. Traditional "C" shaped tiles should be used and "S" shaped tiles should be prohibited. Fire retardant wood shake shingles, on Bungalows or Victorians, parapet walls, and flat roofs are acceptable and decorative cornices should be encouraged. No asphalt shingles should be permitted.
- <u>10.</u> <u>Architectural elements compatible with building designs should be created to house</u> or screen roof utilities and vents from surrounding view corridors.











SETBACK/STEPBACK RATIO

VENTURA REDEVELOPMENT PLAN AMENDENT

Figure 8.3-14



The PLANNING CORPORATION of Santa Barbara

Scale 1" = 40'

Santa Clara Street



D. Landscaping

- 1. A street tree plan for the Redevelopment Area may be prepared under the guidance of the Redevelopment Agency and the City Parks Division in accord with adopted City Standards.
- 2. To the degree feasible, a program to fund and install street tree landscaping in underlandscaped areas within the plan boundary should be undertaken for new development.
- 3. All new construction should require street tree landscaping in accord with adopted subdivision conditions. The planting ratio depends upon growth rate and maturation size. [A separation of 20 to 30 feet between specimens is suggested].
- 4. Street setback landscaping should reflect the Mission Period use of drought tolerant garden plantings, including the use of river and/or carved sandstone, rocks, round riverbed gravel, and dry and active fountains or other creative solutions. An emphasis on native plants should be encouraged as well as low water maintenance succulents, agave, yucca, cactus and other appropriate regional plantings.
- 5. The use of creeping fig, Boston ivy and decorative vines (such as Bouganvilla, Cup-of-Gold, Trumpet vine, Chilean Jasmine) along fences, property boundaries, perimeter walls, and on building elevations with minimal detailing should be encouraged.

E. Historic Structure Relocation Provisions

- 1. Prior to demolition of existing historically significant California Bungalows or Victorians resulting from a Redevelopment undertaking, an assessment should be performed to determine the suitability of these existing structures for relocation.
- 2. The building should be offered to the public for a period of 30 days prior to demolition, if the agency or community declines to relocate historically significant Victorian or Bungalow structures.

Art in Public Places Mitigation Program

The consultant recommends that the text of Section 609.2 be revised to read [consultant modifications are indicated in bold print]

"2. Art in Public Places

Any project over \$500,000 in value should include a budget for "art in public places" as approved by the Agency, which meets the following criteria:

- a. Public art consists of paintings, sculpture, or other design elements which will enhance the public view of the property, and which are located outdoors, i.e., outside a building.
 - 1. The creation of modest sized brightly painted tile plaques that explain briefly the historic significance of important structures, features, and places;
 - 2. The use of regional sandstone: for facing portions of exterior walls of buildings; the creation of planters within or adjacent to pedestrian walks or set-back areas;

- 3. The creation of carved sandstone planters, tree wells, and free-standing low balustrade style walls in open spaces or along Hillside scenic corridors (such as Poli Street);
- 4. The creation and installation of dry or wet fountains and small mission style drought resistant landscaped areas surrounding these features;
- 5. <u>Mission style drought resistant landscape upgrades in public areas and parks to increase the density of streetscape planting;</u>
- 6. Renovation or reconstruction of period architecture facing important public streets;
- 7. Handmade wood and wrought iron seating in parks and public spaces to increase compatibility;
- 8. Installation of landscaping or other public enhancement design measures along approaches to the Redevelopment Area (including providing landscaping along the Ventura Avenue approach to the Plan area);
- 9. The addition of detailing, resurfacing building exteriors (including painting) and otherwise upgrading existing building facades that do not comply with the proposed guidelines.
- b. All such art should be required to be approved by the Agency prior to installation, and to be compatible with the historic and architectural character of the area.

 With permission of the Agency, owner may pay a fee as determined by the Agency in-lieu of installation of art.
- c. No art submitted to meet this requirement should advertise or promote any product or service which is for sale on the subject premises. No such art should function as a sign for a business on the subject premises.

9.0 OTHER CEQA CONCERNS



9.1 GROWTH INDUCEMENT

Unlike most projects reviewed under CEQA guidelines, a Redevelopment Plan has specific objectives designed to encourage greater population density, to induce population movement to the downtown core, and to increase local revenues and business opportunities. Controlled population growth and enhancement of local economic opportunities are viewed as a favorable, desirable objectives for a Redevelopment Plan. For this reason, the usually negative connotations of growth inducement implied in CEQA guidelines are reversed when considering the benefits and advantages of a Redevelopment Plan. The negative aspects of growth - unplanned expansion, land use compatibility problems, population density increases that exceeds available resource constraints, and adverse community aesthetic impacts have all been carefully considered and, to an acceptable degree, mitigated in the current Plan language (with consultant recommended modifications). Therefore, a discussion of growth inducing effects in this case is somewhat misplaced. However, CEQA requires a review of the issue and therefore the following discussion is provided to comply with applicable environmental review guidelines.

* * * * *

Growth inducing issues are those aspects of a project that tend to encourage population and/or economic growth. Economic inducements to growth include short-term construction employment opportunities and permanent professional and support service employment opportunities in the local economy. The proposed Redevelopment Plan amendments are intended to facilitate an interrelated mix of appropriate land uses which could upgrade the downtown area and make it a more economically viable and attractive part of the community. The plan encourages a small scale redistribution of residential units from outlying City suburbs to the downtown area. The major changes to the existing Plan would include increasing residential densities from 20 to 30 units per net acre in residential areas, and 45 units per net acre in Block J. More office and commercial space would also be made available as a result of increased densities and increases in allowed building heights.

Adoption of the proposed amendments would result in a maximum net increase of 736 new housing units and 76,967 square feet of new commercial and office space. The additional new commercial office space could be expected to generate approximately 219 new or relocated employees (assuming 1 employee/350 sq.ft.).

A portion of the additional 736 housing units created by the project would presumably be used by new employees who move to downtown Ventura for employment opportunities created by Redevelopment efforts. However, a larger number of housing units are proposed under the Amendment than are required for employment positions created by new commercial space. The additional housing may encourage persons to move to Ventura from outside the area for housing opportunities created by the project.

The project's effects on population and secondary economic growth can only be evaluated cursorily until studies of employees in-migration and growth of commercial capacity are undertaken. The exact extent to which the proposed Amendments would encourage population growth is unknown at this time. The Air Pollution Control District considers the proposed project as "population responsive", meaning that the project is designed to meet the needs of existing residents. The consultant has concluded that it is most likely that new residential units will be occupied primarily by existing City residents. This situation is clearly probable in the case of affordable housing opportunities.

The direct economic effects of the proposed amendment project would include short term employment of construction labor and provision of long term employment opportunities for professional and support services. The duration of the construction period suggest that there would be only a minor potential to induce new workers to move into the area. Some specialized construction skills required for the project may not be available in the local labor pool but this problem would probably be solved through employment of subcontractors from surrounding communities.

The long term operation of the project can be expected to increase employment in the professional, skilled and support services sector of the economy to a minor degree that will enhance the viability of the downtown area.

In summary, the proposed Redevelopment Amendment project, although designed to serve the existing population and business within the community, may induce very minor ancillary growth in three ways: through construction employment, growth in the professional/skilled and support services sector, and minor population growth. All three of these objectives are appropriate and desirable consequences given the project objectives.

9.2 IRREVERSIBLE ENVIRONMENTAL EFFECTS

The project will result in the following irreversible effects:

- (1) The amendment permits increases in residential, commercial and office densities in an area subject to high geologic hazards (tsunami, ground shaking, liquefaction). Construction of structures in the Redevelopment project and would be subject to further geotechnical review.
- (2) The amendment allows for density increases which would result in a minor but significant increase in ambient noise levels attributable to increased project traffic.
- (3) Approval of the amendment would result in an irreversible commitment by the City to serve the increased public service demands of the project (water supply, sewage treatment, public schools, provision of parks and police and fire protection).
- (4) The Amendment would encourage an increase in and redistribution of population which would increase demands for finite energy sources such as petroleum and natural gas.
- (5) Increased densities allowed under the plan amendment would result in irreversible increases in traffic, resulting in the generation of additional air pollutants, causing an irreversible greater degradation of local and regional air quality.
- (6) Increased building heights allowed under the proposed amendment would irreversibly alter the City's viewshed.

9.3 BENEFICIAL EFFECTS

The beneficial effects of the project are described in the Project Need Statement included in the Project Description.

9.4 CEOA MONITORING REQUIREMENTS

AB 3180 (Stats 1988,ch. 1232) which became effective on January 1989 [codified as Public Resources Code Section 21081.6] now requires that, along with the adoption of the findings specified in an EIR, the lead agency also must adopt a 'monitoring/reporting" program to ensure compliance with adopted conditions of approval during the implementation of the project. Preparation of such a program need not be included in the Draft or Final EIR for a proposed undertaking.

In the case of the proposed Redevelopment Plan Amendment, a specific monitoring and implementation program has not been proposed other than the implementing language in the Redevelopment Plan itself. The proposed project is unique in several respects (compared to other projects evaluated under CEQA) because specific implementing language is contained in the text of the Plan. The consultant has carefully indicated in each section of this EIR/EIS how each proposed measure would be implemented and the text of the Plan has been revised to ensure that each mitigation measure proposed (either by the applicant or the consultant) has been inserted into the Plan language. The Environmentally Superior Alternative in the Alternatives chapter of the EIR contains a summary of all proposed language changes to the Redevelopment Plan. Prior to adoption of the Plan, the City would need to formally describe the Mitigation Monitoring Plan for the decision makers and the public.



10.0 ALTERNATIVES

10.0 ALTERNATIVES

The California Environmental Quality Act requires that an EIR present reasonable and feasible alternatives to a proposed project, including the "no project" alternative. The purpose of the following discussion is to ascertain whether an "environmentally superior" alternative to the proposed project can be conceived. Section 15126(d) of CEQA Guidelines recommends that the discussion of alternatives should focus on revisions to a proposed project that can either eliminate a significant effect or reduce the severity of an impact.

The differences between the Alternatives analysis for a CEQA and NEPA document are pronounced. The Code of Federal Regulations implementing the National Environmental Policy Act (NEPA) provide clear and strong guidance about the level of detail and objectives of the alternatives analysis in an EIS. The regulations state:

".....[The EIS] should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the *decisionmaker and the public....."

NEPA further directs that the document must rigorously explore and objectively evaluate all reasonable alternatives......[The document]...should devote substantial treatment to each alternative....."

Legal Background

An EIR must describe a range of reasonable alternatives to the proposed project, or to its location, that could feasibly attain the project's basic objectives. The document must include an evaluation of the comparative merits of each alternative (CEQA Guidelines, section 15126, subd. (d); section 21100, subd. (d).) The discussion must focus on alternatives capable of either eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if such alternatives would be costly or to some degree would impede the project's objectives (Guidelines, section 15126, subd. (d)(3).)

If an alternative would cause one or more significant effects in addition to those that the project itself would cause, the adverse effects of alternatives must be discussed, but in less detail than is required for impacts caused by the project (Guidelines, section 15126, subd. (d)(4).) Recent court cases have clarified that the discussion of alternatives need not be exhaustive and the requirement to discuss alternatives is subject to the test of reasonableness. The statute does not demand what is not realistically possible given the limitation of time, energy, and funds (Residents Ad Hoc Stadium Committee v. Board of Trustees). In Village Laguna of Laguna Beach v. Board of Supervisors, the court noted that "there are literally thousands of 'reasonable alternatives' to the proposed project...the key issue is whether the selection and discussion of alternatives fosters informed decisionmaking and informed public participation. An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative." (Guidelines, section 15126, subd. (d)(5).)

Although the analysis of the impacts of developing the proposed project at an alternative site need not be as detailed as the analysis of the project as proposed, reasonable alternatives must be studied with a "sufficient degree of analysis to provide decisionmakers with information to allow them to intelligently take account of [the alternative's] environmental consequences." (San Bernardino Valley Audubon Society, Inc. v. County of San Bernardino).

One of the alternatives analyzed must be the so-called "no project alternative." It must "describe what condition or program preceded the project." (County of Inyo v. City of Los Angeles). If the no project alternative is environmentally superior to all others, the EIR must also identify which of the other alternatives causes the least environmental damage. (Guidelines, section 15126, subd. (d) (2).)

Summary of Significant Impacts to be Mitigated by Alternative Project Design or Reductions in Parcel Density

The impacts associated with amending the boundary of the Redevelopment Plan, creating a mixed-use designation for Blocks E, L, M, and N, and increasing the permitted unit density on some Blocks can be segmented into population dependent and non-population dependent impacts. Population dependent impacts include effects on transportation circulation, public and municipal services, air quality and noise. Non-population dependent impacts would occur regardless of proposed densities of types of land use; these effects include cultural resource, aesthetic and visual resource, geologic hazard, and hazardous materials related problems. The emphasis in this analysis is on describing alternatives that can reduce population dependent impacts to acceptable levels. The non-population dependent impacts of the 'No-Project Alternative' and the proposed project are very similar.

Modifications to the Plan Incorporated into the Project Description

During the EIR/EIS preparation period, the consultants conceived of several mitigation measures that could reduce the project's impacts significantly. The most important measure discussed with the Agency was the phasing concept that ultimately was incorporated into the Project Description. This phasing plan permitted a more integrated and systematic approach to solving the long term population dependent problems created by proposed Amendments to the Plan. After discussion of alternative phasing approaches, the Agency agreed to a three phase development concept.

Once the phasing was formally incorporated into the project, then specific mitigation measures linked to each phase of development were proposed by the consultant. These requirements specified required improvements, land use controls, and other measures to provide for orderly growth within the City's known resource constraints. Recommended changes in the Plan text pertinent to each population dependent issue were provided. The phasing concept does not require a specific time frame for development to proceed; rather, the recommended phasing language describes what type of municipal and transportation improvements need to be made coincident with each Phase of construction. Presumably, all phases of development could proceed virtually at the same time as long as the identified solutions for each phase are implemented appropriately.

Identified Impacts Requiring Mitigation

The significant impacts of the project include:

- o impacts to area intersections
- o effects on the capacity of roadways, streets, and Highway 101
- o absence of sufficient public water supplies for Phase II development
- o cumulatively significant air quality declines
- o exposure to residential units to increased levels of noise.

Effects on area intersections are minor for Phase I development; mitigation measures were conceived to reduce impacts to acceptable levels. The effects of Phase II development would be more pronounced on the street system although, even with this major mixed-use proposal, the project's effects can be remedied by installing various relatively minor improvements and signalization of one intersection. The long-term problems associated with traffic in the downtown area are associated with the gradual, cumulatively significant level of development that is predicted to occur. The project contributes to these problems but only incrementally. Nonetheless, the consultants have recommended that the Redevelopment Agency

assume a position of leadership in solving the cumulatively significant traffic problems anticipated in the Plan boundary vicinity. The Agency is the most logical jurisdiction in the City to coordinate interchange reconstruction and other major improvements that will be required over the next two or three decades.

The presence of adequate public water supplies for Phase II of the Redevelopment Plan cannot be assured over the long term without supplementing the base municipal supply for the City. Adequate supplies are available for Phase I programs (subject to actual limitations on supply and/or ordinances to regulate water use adopted by City Council). Interim provision of water to meet increased demands associated with Phase II can be temporarily met by increasing the rate of extraction from several Municipal well sources. However, this is not an environmentally acceptable alternative due to the adverse effects of long term overdrafting of available aquifers. Therefore, some long term solution needs to be identified.

Provision of State Water via a proposed Casitas Reservoir connection is the optimal solution to this problem. Other possible solutions include establishing a priority system for meeting municipal demands and allocating a substantial amount of reserve water to the Redevelopment Agency. This action may require a slower rate of development approval in other parts of the City until the long term supply-demand balance is achieved through the supplementing of local water supplies with water provided through the State system.

Air quality effects associated with the amended Plan are very similar to the potential impacts anticipated under the existing Plan. Likewise, the increases associated with noise are anticipated to be relatively modest and less than significant. The regulation of these environmental effects is substantially out of the jurisdiction of local government; planning and implementation of mitigation measures concerning these issues are a concern of both state and federal agencies.

Alternatives Considered by the Consultant

Recognizing that the Agency amended the Project Description during the course of the environmental analysis in response to the consultant's analysis of major issues, the current project should, in many respects, be considered at least a partially mitigated design. In addition to the project as currently described, other alternatives to the Plan as originally proposed include:

- o The No-Project Alternative
- o Changes to the Proposed Project Configuration
- o Reduces Project Size
- o Alternative Locations
- o The Environmentally Superior Alternative

10.1 Summary of Downtown Redevelopment Plan Alternatives Considered

The consultant has prepared a summary chart (Table 10-1) which compares the impacts of the proposed Plan, mitigated Plan and existing Plan. The differences between these plans are discussed for each issue area. This table also displays the consultant's determination of the differences between the Redevelopment Plan alternatives discussed in this section.

TABLE 10.1-1 COMPARISON OF REDEVELOPMENT PLAN ALTERNATIVES

<u>Issue</u>	Proposed Plan	Mitigated Plan	Existing Plan	Net Differences
Traffic	Block U added to redevelopment area increases number of vehicle trips; phasing growth of blocks E, L, M, N until traffic improvements are funded and scheduled for completion.	Specific traffic improvements such as installation of signals and signal timing would be required for phase I. Phase II would be coordinated with cumulative mitigations. Eventual reconstruction of US 101/Thompson/California on/off ramps may be pursued to accommodate full cumulative development more effectively than the existing ramp configuration.	No phasing of growth. Traffic improvements handled on a case-by-case basis. Reconstruction of US 101/Thompson/California ramps not addressed.	Although the proposed plan increases the potential number of vehicle trips through the addition of land area within the Redevelopment Plan boundaries, phasing of growth as proposed would delay traffic impacts until improvements are funded and scheduled for completion. The mitigated alternative offers additional assurances that specific traffic improvements will be in place.
Public Services (Water)	Phasing for development does not link availability of water resources with development.	All development would need to be coordinated with City water supply planning efforts. Future construction would be subject to water availability as determined by the City Council.	No provisions to delay growth, except through findings of adequate resources made by decision-makers (i.e., City Council), on a case-by-case basis.	Access to State Water supplies for Ventura is guaranteed; however, the funding for the aqueduct to transport the water is not assured at this time. Construction of the required infrastructure to allow imported water to be added to local water supplies is estimated in 1996. If this schedule for completion is not maintained, the mitigated plan alternative would be coordinated to be consistent with approved water ordinances and long range conservation planning.

<u>Issue</u>	Proposed Plan	Mitigated Plan	Existing Plan	Net Differences
Air Quality	Air quality impacts are increased overall with the additional developable area within the Redevelopment Plan boundaries. Phasing of construction on Blocks E, L, M, N would avoid poor levels of service at intersections, thus reducing concentrations of carbon monoxide. Mixed use of commercial, office and residential has the potential to decrease vehicle trips as people walk to services.	Both the proposed and mitigated plan would be inconsistent with the Air Quality Management Plan (AQMP) due to population density. On a city-wide analysis, the city of Ventura currently exceeds the AQMP, even without the proposed project.	Buildout of the existing plan was not included in the cumulative growth scenario, therefore, any additional growth could be considered inconsistent with the AQMP.	Since all variations of the Redevelopment Plan are potentially inconsistent, the proposed plan has the potential to lessen impacts by providing jobs and services close to residences (mixed-use).
Noise	Residential proposed on Blocks E, L, M, N as part of mixed-use would be exposed to freeway noise for exterior living areas. Increased potential to develop residential within Redevelopment Plan boundary.	On E, L, M, N, mitigations include balconies facing away from freeway; interior living units require acoustical glass on south side facing freeway.	Residential uses discouraged in areas close to freeway and major traffic arteries.	Techniques to mitigate noise for residences would be able to reduce freeway noise for interior uses; exterior decks would be oriented away from noise. Mitigated plan would reduce noise impacts to residences to acceptable levels.
Cultural Resources	Potentially more impacts due to additional land area included in Plan boundary. Block U could be potentially significant.	Mitigations expanded to include historic structures assessment; methods for recovery proposed to be consistent with State CEQA guidelines.	Preservation for pre- historic resources included in plan and archaeological monitoring and testing.	Proposed mitigation would upgrade measures included in existing plan.

<u>Issue</u>	Proposed Plan	Mitigated Plan	Existing Plan	Net Differences
Hazardous Materials	Redevelopment Agency policy requires Environ- mental Audit prior to ac- quiring property, however, this policy is not includ- ed language of Plan.	Environmental audit would be required per existing policy plus provisions for expanded audit when toxics are suspected off site.	No provisions included in Plan. Redevelopment Agency addresses through adopted policy.	Mitigated plan increases protection for Redevelopment Agency.
Aesthetics and Visual Resources	Average height could increase to 45 feet on blocks E, L, M, N, with elements of 75' allowed. Difficulty in determining average height.	Consultant proposes that height be limited to 45 feet with nonfunctional tower elements allowed to extend up to 75' if approved by Architectural Review Board. Design criteria include landscaping to obscure development and freeway from view.	Limits maximum height to 35 feet in all zone districts.	Proposed plan could give incorrect signals to developers regarding average height. Views to hillside residents would be protected if height does not exceed 45 feet on E, L, M, N, with narrow elements allowed to extend up to 75' subject to ARB review.

10.2 No Project Alternative

The "No Project" alternative required under the California Environmental Quality Act (CEQA) is defined for this EIR as "no amendment of the existing plan". The existing plan was assessed for environmental impacts (EIR-478). That document assumed a residential density of 17 units per acre with an average household size of 1.8 persons per unit. The area assessed for redevelopment was 54.54 acres based on the assumption that the majority of acreage within the 146 acre Redevelopment Plan boundary included freeways, streets and other property that would not be developed (EIR-478, page 8). The former EIR assumed three scenarios of development:

- (1) a "no project" where the area remained as existing in 1977;
- a primarily residential growth scenario using an average of 17 units per acre on 17.62 acres (32.4% residential), with 19.2 acres (35.2%) of commercial uses, 9.3 acres (17%) of industrial uses and 8.4 acres (15.4%) of institutional uses; and
- (3) a primarily commercial growth scenario with 3.6 acres (6.5%) developed in residential, 27 acres (49.5%) as commercial, 12 acres (22%) of industrial and 12 acres (22%) of institutional land uses.

The Planning Corporation has summarized the findings from EIR-478 on Table 10.2-1, Significant Environmental Impacts Described in EIR-478. Significant impacts requiring mitigation were identified for geologic hazards, historic resources, archaeological and paleontological resources, water resources, air quality and noise.

Traffic conditions have changed since 1977. The prior EIR assumed that the Plan traffic generation would range from 17,718 vehicle trips under a primarily residential buildout scenario to approximately 19,714 under a scenario of primarily commercial buildout. The EIR predicted that Ventura Avenue between Main and Thompson would be impacted, as well as Main Street between Figueroa Plaza and Palm Street. Discussion on the need for realignment of the Highway 33 on and off-ramps was included in the EIR. The updated traffic analysis based on 1989 data determined that under the existing and proposed plan significantly impacted intersection impact locations exist at California/Thompson, California/U.S. 101 northbound ramp, Seaward/Harbor, Seaward/Thompson and Thompson/U.S. 101 southbound ramp during the evening peak traffic period. Whether the existing plan is built out or whether the plan with revisions to allowed density is adopted, the impacts to circulation would remain significant until roadway improvements are constructed.

The existing Redevelopment Plan has no provisions for phasing growth until intersection and roadway improvements are made. For this reason, the consultants determined that the existing Redevelopment Plan would have greater traffic impacts than the proposed Plan. If the existing and proposed plans were to be compared using the most up-to-date cumulative traffic information, both of these plans would be considered as having significant impacts. Other issues discussed in the prior EIR include effects on municipal water supplies, cultural resources, noise, air quality, and geologic hazards. The Plan as amended includes provisions to improve cultural resource study and mitigation and therefore, the impacts under the revised Plan are more effectively mitigated than under the No-Project Alternative. The phasing of development in relation to municipal supplies was recommended in the prior EIR; this recommendation has been carried forward into the revisions to the Plan recommended by the consultant in the Environmentally Superior Alternative. Since the certification of EIR-478 in 1978, the City has initiated adopting an Unreinforced Masonry Ordinance.

TABLE 10.2-1 Significant Environmental Impacts Described in EIR-478

<u>Issue</u>	Mitigation Measures
Geologic Hazards: Moderate to high risk to strong groundshaking, landslides, lique- faction, tsunami, subsidence, soils expansion and possibly fault rupture.	Adoption of Reinforced Masonry program. Commercial alternative would expose fewer people to risk.
Historic Resources	Redevelopment Plan to include incentives for preservation of historic structures, including favorable tax treatment, and encouragement of active use of culturally significant facilities.
Archaeological Resources	All new development would be reviewed by a qualified archaeologist.
Water Resources (Cumulative)	Phasing of development until new sources of water are on line. Replacement of service lines in order to meet fire flow requirements.
Air Quality	Reduction of commercial square footage to decrease the number of vehicle trips. Elimination of residential uses near freeways and major traffic arterials.

IMPACTS DETERMINED TO BE ADVERSE BUT NOT SIGNIFICANT

Eliminate residential uses adjacent to Highway 101.

Noise: Residential uses near freeways.

<u>Issue</u>	Mitigation Measures
Energy: Decline in non-renewable energy sources.	Support use of passive and active solar; recycle.
Traffic: Commercial scenario would generate substantial increase in daily vehicle trips and parking demand.	Alterations in current circulation.
Drainage:	Drainage improvements required for projects contributing to West Main Storm Drains and Figueroa Street storm drains.
Sewers:	Residential scenario could have adverse impact on collector lines at peak flow periods, unless a proposed trunk line is installed.
Fire: Significant impact where water mains are inadequate.	New development would be required to update lines.

TABLE 10.2-1 (continued) Significant Environmental Impacts Described in EIR-478

IMPACTS DETERMINED TO BE ADVERSE BUT NOT SIGNIFICANT

Police: Impacts would be more severe under commercial scenario

Residential uses increase security for commercial use.

Schools: Residential scenario would increase school-age population.

Direct additional students to elementary and junior high schools which are operating below capacity, allow use of portable classrooms at high school.

Parks and Recreation:

No neighborhood parks exist, however Grant Park, Mission Plaza, Promenade park, Ortega Adobe, West Park, Fairgrounds, Surfer's Point, East Wood, Valdez Alley and Plaza Park are in project vicinity.

Medical Services

Encourage medical offices to stay in central City. Institute in-situ senior care programs; social service agency, charities and counseling organizations should locate downtown.

In summary, the effects of retaining the existing plan with reference to population dependent variables (traffic, water, noise, air quality) do not differ substantially from effects anticipated under the amended Plan. Indeed, some critical impacts are reduced under the amended Plan because provision has been made to phase developments to minimize impacts to traffic, water, and other services. Air quality impacts are almost identical under both plans and a substantial improvement in both cultural resource and aesthetic and visual resource protection would result from adoption of the Plan. Impacts under the No-Project Alternative are generally more substantial than under the Plan as amended.

10.3 Changes to the Proposed Configuration of the Project

The consultant has evaluated several alternative configurations to the Phase II project and reviewed several options for specific development proposals in other portions of the Redevelopment Plan boundary. The study of Phase II options and layouts was integrated with the public study program conducted by the Agency while the EIR/EIS was in preparation. The consultants participated in design and concept review for projects in both Phase I and II portions of the plan. Concepts and plans reviewed and discussed are on file with the Redevelopment Agency. Changes to project configurations are best studied once more site specific planning data is available and proposals are available for study.

10.4 Reduced Size

The consultant reviewed potential buildout on each of the blocks contained in the Downtown Redevelopment Plan, as well as the addition of two areas to the Plan's boundaries. In the consultant's opinion, the additional number of residential units which could be developed under the Amended Plan, plus the additional commercial square footage which could be built under the Amended Plan, would not be environmentally significant if the additional growth is phased with traffic and public service improvements. Therefore, the reduced size alternative would not be necessary to mitigate identified impacts, if future development is phased with traffic and public service improvements.

Moreover, in the consultant's judgement, the inclusion of a maximum density of 1000 units specified in the amended Plan should be retained; affordable and moderate income housing proposals should be encouraged. A reduction in the allowed density below what has been proposed by the Agency would discourage the creation of affordable or moderate income housing.

10.5 Alternative Locations

The consultant has reviewed the proposed location of the major mixed use development proposed between Thompson and Santa Clara and finds that it is better suited for this type of proposal than any other area within the Redevelopment area. Blocks E, L, M and N are set up against the freeway which has a height of 45 feet. These blocks are located at the lower topographic elevations which would allow taller buildings without interrupting views from hillside areas. The proximity of Blocks E, L, M and N to major freeway on/off ramps promotes direct circulation to the site and avoids sending vehicle trips through established neighborhoods. The consultant cannot propose any alternative location for the mixed-use development area, described as Blocks E, L, M, N, which would be a superior location for a mixed use project.

As discussed above, the consultant has recommended that the Redevelopment boundary be extended north to include areas north of Fix Way between Ventura Avenue and Olive Street to encourage restoration and redevelopment of the Avenue community. The consultant would encourage the transition from light industrial to residential uses through the establishment of multi-family residential courts, at a moderate density of 6 to 8 units per acre, modeled after the California Bungalow style popular fifty years ago. These types of residential uses would be most appropriate north of Redevelopment boundary within the Avenue Community.

Residential uses should be directed to those areas away from major traffic corridors, such as the freeway and redirected to the Avenue area. This recommendation is consistent with the findings of the prior EIR (EIR 478) for the Redevelopment Plan.

10.6 The Environmentally Superior Alternative

The Environmentally Superior Alternative is the project as proposed with the adoption of all the text changes recommended by the consultant. The language presented following each area of impact assessment should be incorporated in the text of the Amended Plan. With these additions, the impacts of the project would be reduced to the maximum extent feasible. The specific text revisions proposed arranged according to impact area are presented below.

Traffic

The Redevelopment Plan text should be amended to add the following paragraph between A and B on page 16:

"Section 601 - Phasing

The Redevelopment Plan shall include a provision which allows development to proceed when identified capital improvements are funded and scheduled for completion. Prior to issuance of a Planned Development Permit for proposed projects the Planning Commission shall make a finding that the following traffic improvements are funded and scheduled for construction.

- o Signal timing for Thompson Boulevard at California Street.
- <u>o</u> <u>Dual southbound and eastbound left turn lanes on Seaward</u> Avenue/Harbor Boulevard.

- <u>Reconstruction of the Seaward Avenue bridge and widening of Harbor</u>
 Boulevard.
- o Installation of traffic signals at the northbound U.S. 101 off-ramp intersection if unacceptable vehicle delays (at the discretion of the City Engineer) are determined to exist on northbound California Street."
- o Bond for and eventually install a traffic signal (when required) at the Thompson Blvd./Oak Street intersection.

The following change shall be made on page 19:

"Section 605 - Mixed use Commercial/Residential E.1

1. Intent - It is the intent of this section to allow redevelopment of the Downtown Area for mixed commercial/residential uses, if integrated in a unified development and phased coincidently with identified traffic improvements (Section 601) and provision of adequate water supplies."

Public Services

The Redevelopment Plan text should be amended to add the following:

V. Section 500 - Proposed Redevelopment Actions

The Agency proposed to eliminate and prevent the spread of blight and deterioration in the Project Area by:

- o Art-in-Public Places funds could be devoted to streetscape improvements;
- o <u>Bonds</u> could be sold by the City to finance acquisition or construction of park lands upon voter approval;
- o <u>Public Subscription</u> The City or local community organizations could sponsor additional subscription drives to fund recreation facility development;
- o <u>Public and Private Foundations or Trusts</u> Additional trusts could be established by the City in response to community interest to develop, operate, and maintain recreation facilities;
- O <u>Gifts</u> Participation in the existing gift catalog approach to facility acquisition which would enable private citizens to purchase specific items for the City Parks that meet City standards;
- Associations Formation of assessment districts by the City Redevelopment

 Agency could off-set costs of maintenance, thereby lowering long-term financial impacts on the Parks and Recreation Department.
- o "I.a.3. In order to retain view corridors all new construction exceeding 45 feet in height located within areas designated mixed use shall submit, together with a Planned Development Permit application, a view corridor study that demonstrates

Air Quality

The Redevelopment Plan text should be amended to add the following text to G.

- "G. Section 516 Demolition....and Site Preparation
- 4. Section 519(B) Compliance with Air Quality Improvement Measures.

All construction and demolition shall be performed in accord with Ventura County APCD dust control and particulate suppression requirements and the City's Grading Ordinance. All applications for development shall be conditioned to comply with measures to reduce short term air quality effects. Construction and demolition activities shall be planned to minimize disruptions to residential areas. TRIM plans shall be required of all relevant commercial projects."

Two new sections shall be added to the Redevelopment Plan which state:

All development within the Plan Boundary shall be subject to payment of air quality mitigation fees outlined in the 1989 County APCD Impact Assessment Guidelines. Impact fees shall be computed based on the net change in square footage associated with individual, parcel specific undertakings. The fee shall be reduced in accord with permitted credits included in the 1989 Guidelines. Other mitigation measures referred to in the Guidelines shall be considered for implementation on a case by case basis.

Prior to the demolition of any structure, an asbestos evaluation and abatement program shall be required that complies with all applicable State and County guidelines regarding the disposal of this hazardous material.

Residual Effects: Short term construction generated particulate and PM¹⁰ emissions are probably significant and unavoidable. Long term effects on the airshed would *also* be unavoidable.

Noise

To implement these mitigation measures, Section 604 (Commercial Uses) and 605 (Mixed-Use) and 606 (Light Industrial Uses) should be amended to add the following text to pertinent Development Standards and Criteria sections:

- (1) Commercial uses should be concentrated in the southern half of mixed use developments on Blocks E, L, M and N to create barriers to deflect and minimize existing noise sources;
- (2) Open space and building orientations should be planned to minimize southward exposures;
- At elevations adjacent to the Highway which experience noise in excess of exterior standards, balconies, exterior spaces, and window orientations should be oriented north, west, and easterly. Southerly oriented balconies should be planned in consultation with acoustical engineers to minimize the adverse effects of exposure to Highway 101 noise sources;
- (4) Courtyards, and enclosures should be incorporated to provide semi-protected interior space (to the degree feasible);

- (5) Mixed uses that would involve evening activities (e.g., cafes, theaters, etc.) should not be placed in close proximity to residential areas (to the degree feasible);
- (6) The use of sound walls and other noise attenuation features should be incorporated into the project as needed to reduce exterior noise levels.
- (7) For any property situated within a CNEL contour of 65 dBA, noise studies should be required during the architectural planning site phase of property evaluation. These studies should describe building orientation recommendations and other mitigation possibilities that should be incorporated (as feasible) into a project design.
- (8) All construction specifications should comply with Federal, State, and City noise regulations and guidelines.
- (9) <u>Light industrial and commercial uses must include noise mitigation design features</u> if situated next to a residential area.

Geology

The Redevelopment Plan should be amended to add the following text:

Section 605 - Mixed Use Commercial/Residential

"3.i. Drainage collection devices and water pumps should be installed as required by the City Building and Safety Official in the lower level of subterranean basements or parking garages to mitigate possible groundwater intrusion impacts."

Section 608 - Institutional and Hospital Uses

"1. Construction of critical service structures (hospitals, fire stations, police stations etc.) should be outside of the tsunami hazard zone."

Cultural Resources

To mitigate impacts to cultural resources, the language in the existing Redevelopment Plan [I. Section 609 (1)] addressing cultural resource impacts should be modified in the following manner. [The consultants recommended additions are presented as underlined words; recommended deletions have been overstruck].

- b. "The following should be made a condition of approval of any new construction in the Project-Area-which-is-located adjacent to-designated-historic-features, building, or landmarks Redevelopment Plan boundary:
- (1) New construction should be set back from and be architecturally compatible with the historic features, buildings, or landmarks. New construction should comply with Art in Public Places and Design Guidelines contained in the Redevelopment Plan as required by the Historic Preservation Commission.
- If a significant historic structure will be demolished as a result of Redevelopment Plan implementation, an historic structure report should be prepared by a qualified architectural historian describing the history and significance of the building. Elevations and photographic documentation of the structure should be

provided in this report. The report should be filed with the State Office of Historic Preservation Clearinghouse and with local museums, agencies, and historic societies.

(3) Prior to demolition, an opportunity should be afforded to the public to relocate or remove structures that are historically significant.

The following should be made a condition of approval of any new construction in the Project Area:

- (1) Archaeological test excavations, including-limited-exeavations, designed and implemented in by trained historic and/or prehistoric archaeologists, should be carried out in those areas designated sensitive in the June, 1977 UCLA Archaeological Survey and the May, 1980 Archival Study/Historic Overview. A continuously updated sensitivity map should be maintained by the Redevelopment Agency. The investigation should determine the probable areal and vertical extent of archaeological remains, provide-a-profile-of-artifact-types-and-subsistence related behavior-at the-location and determine whether the deposits are in situ and meet CEQA eligibility requirements. The investigation report should include a plan for mitigation complying with Appendix K of CEQA if significant deposits are encountered of any expected impacts or for further-testing-if necessary.
- (2) If determined eligible under CEQA impacts to a significant historic or prehistoric archaeological site within a project area shall be mitigated through a data recovery program. Financial limitations in Appendix K of CEQA shall apply unless construction is undertaken with Federal Funds in which case mitigation funding shall comply with and be limited only by Federal Standards and guidelines.
- (3) If feasible, construction impacts to archaeological deposits should be minimized through the use of less destructive footing construction technology (post-tensioned slabs, pier footings, etc.).
- (4) Once a mitigation data recovery program has been completed, a qualified archaeologist should be present at during all excavation activity, including preliminary soil investigations and trenching for foundations, utilities, and grading. in-the-Project-Area. When items of historic or archaeological value are uncovered, work should be halted for a time period reasonable to the Agency to assess the features and, if necessary, prepare a plan to preserve or recover them. If the proposed project is located in an area with prehistoric or historic Chumash sites, then a Chumash descendant should also be retained to perform monitoring.
- A periodic systematic inspection should be made by a qualified paleontologist of any Pleistocene deposits which are cut by excavation activities. When finds are made, construction equipment should be diverted away from the critical areas and the fossils identified and removed. Clauses should be inserted in grading and building permits requiring the developer to contact the Ventura County Historical Society, the Los Angeles Natural History Museum, and/or the Invertebrate Paleontologist at the UCLA Department of Geology when a discovery is made. These agencies should be notified of grading plans and schedules, site maps, pertinent sections of geologic reports, and EIR sections relating to paleontological conditions. They should be permitted to inspect the construction sites and assist the on-site inspection in collecting fossil materials.

(6) Any development project involving Federal funds or federally subsidized loans or grants shall comply with the requirements of 36 CFR 800. The State Office of Historic Preservation shall be consulted to assist in the implementation of relevant Federal guidelines and standards of evaluation. Initial cultural resource evaluations shall be conducted on any properties that the City contemplate purchasing with Federal assistance.

Hazardous Materials

The following paragraph should be added to the Redevelopment Plan under 516.G.

<u>Section 516 - Demolition Clearance - Public Improvements, Environmental Audit Requirements Prior to Site Acquisition by Agency, Building and Site Preparation</u>

"An auditing program for hazardous materials should be performed for all parcels under consideration for acquisition by the Redevelopment Agency. The Redevelopment Agency should adopt specific guidelines regarding procedures for toxic audits. The auditing program should include an extensive field survey. All inoperative tanks, pipes and contaminated soils discovered during these audits should be completed removed from the project area using approved disposal procedures.

Visual Resources

Height- The method of measuring height should employ guidelines in the City's Zoning Ordinance subject to findings of architectural compatibility by the Redevelopment Agency and the Board of Architectural Review. Height may rise up to 45 feet or four stories as an-average height;— or up to six stories or 75 feet for building elements as approved by the Agency, the Board of Architectural Review, and appropriate decision making bodies (Planning Commission or City Council). [The balance of the existing language in this section does not need to be revised and should remain as proposed in the Amended Plan language.]

"Section 605.4.e.

e. Height - The method of measuring height is specified in the City Zoning Ordinance. Height elements should be visually interesting. View corridors shall be provided per adopted plans, so that building elements preserve partial visibility of the ocean and coastline for development on properties adjacent to Poli Street or the hillsides above Poli Street, and so building elements do not obscure visibility of the hillsides from U.S. 101 Freeway or the beach."

"Section 609.1.a.3.

3. All new construction exceeding 45 feet in height located within area designated mixed use shall submit with the submittals for a Planned Development Permit a view corridor study that demonstrates how the project will retain view corridors between the hillsides and the ocean."

Aesthetics

Design Guidelines Mitigation Program

The following language should be added to the Redevelopment Plan to mitigate aesthetic, visual resource, and quality of life concerns:

- The Redevelopment Agency and the City's Architectural Review Board should meet as determined Α. on a case by case basis to review proposed developments at the following points in the development review process:
 - Preliminary Concept Review
 - 2. Revised Concept Review
 - 3. Final Concept Review
- B. The Board and Agency should be responsible for reviewing plans for:
 - Appropriateness of building massing, scale, and height
 - 2. <u>3.</u> <u>4.</u> <u>5.</u> <u>6.</u> <u>7.</u> Color and exterior detailing (including exterior surfaces and color)
 - Signage
 - Lighting
 - Landscaping
 - Continuity with established architectural heritage

 - Building scale and style suitability

Section : Design Guidelines

- Access points to the Pacific Ocean and Ventura River. A.
 - Figueroa Street should be designated as the coastal access corridor for the 1. Redevelopment area. The following improvements shall be required prior to completion of Phase II of the Plan:
 - Lighting coordinated with the entry-ways should be installed within the <u>a</u>. underpass and at entries.
 - The underpass facing and approach should be upgraded with some type <u>b</u>. of architectural and landscaping element that is compatible with existing architectural styles as part of Phase II Figueroa Street Plan (e.g., stone facing, creation of an arch, etc.).
 - The tunnel interior should be lit and painted to create a sense of openness <u>c</u>. with appropriate detail or mural painting.
 - A similar treatment should be conceived and implemented south of the <u>d</u>. Highway coincident with Phase III development.
 - Main Street should be the designated access point to the Ventura River (and <u>2</u>. Taylor Ranch area).
 - The upgrading of this access point should be postponed until the potential <u>a</u>. use of Taylor Ranch as a future campus center is resolved.

b. If the campus is constructed as planned, an entrance improvement plan should be conceived and implemented which relates to Redevelopment area architectural styles and to the Figueroa Street coastal access corridor..

B. Wall surfaces and fenestration.

- 1. Large masses of unfenestrated wall areas should be prohibited (unless dedicated to special purposes such as a mural).
- 2. Use of materials such as brick, carved sandstone poured cement or cement block construction with smooth trowelled finish, traditional forms of wood siding (clap board or horizontal redwood beveled siding common in California bungalows) should be encouraged. The use of textured stucco should be prohibited. All stucco surfaces should be smooth, unsanded surfaces to prevent the collection of dirt, surface pollutants, and deterioration of painted surfaces.
- 3. At the pedestrian level, building corners should be softened to the extent feasible to prevent acute angles on corners. This increases the movement of light and can prevent injury. This is particularly important in areas of high population density.

C. Style, building height, proportion, and setbacks.

- 1. Architectural styles considered compatible with the existing architectural heritage should be permitted in the Redevelopment Area. Acceptable style/examples include (but are not limited to):
 - o Mission Revival\Hispanic Pueblo\Mediterranean
 - o <u>Victorian</u>
 - o Art Deco/Moderne
 - o California Bungalow
 - Any historically constructed building types (e.g., ethnically Chinese structures)
 - Other styles that conform to the intents of these guidelines
- The Redevelopment Agency should consider dedicating certain portions of the plan boundary as architectural heritage districts. These dedications could cover Mission/Hispanic, Victorian, California Bungalow, Chinese, or Deco/Moderne architectural styles.
- 3. Traditional proportions and detailing characteristics of the styles enumerated in Section C.1 should guide the building massing and height in the Redevelopment area subject to the following limitations:
 - a. With the exception of Main Street or areas where historic authenticity is considered compromised, all new construction (regardless of height should have a minimum setback from the sidewalk of ten feet. This area should be dedicated to street landscaping in open space. Covered arcades/passageways should be considered open space. Outdoor eating areas should be encouraged and also be classified as open space.

- b. A building height stepback/setback ratio should be implemented by the Architectural Board of Review subject to the following minimum standards: an initial setback from the street boundary of 10 feet shall be required of all new construction except in areas where this setback would result in adverse aesthetic consequences. For buildings in excess of one story, every story above the first floor shall be stepped-back a minimum of an additional 10 feet for each succeeding story. This stepback would apply to the street facing portions of building only. A building with vertical walls and no stepbacked design on succeeding stories must be setback from the curb 10 additional feet for each story in height over the first story in addition to the first story's 10 foot setback. Portions of both setbacks and stepback space can be used for balcony's pergolas, patio areas (such as exterior dining space), urban landscaping, or open space. These stepback/setback requirements should only apply to elevations facing a street front or corner (see Figure 8.3-14) if warranted or to other portions of a design (at the discretion of the Architectural Board of Review).
- 4. No structures should be permitted with mirrored glass, or coatings on exterior glass.
- 5. All building surfaces at the pedestrian level should be compatible with existing architectural styles.
- 6. No unpainted mitre window trim should be permitted.
- 7. The use of glass block should not be considered as a window in computing window area percentages. In building facades facing the street, the use of glass block should be limited to buildings defined as Art Deco/Moderne by the Architectural Review Board.
- 8. The construction of decorative towers, campaniles, spires, and rotundas should not be included in the computation of average building height. These elements should be harmonious and proportionate to the massing of the building. Towers should not exceed 30% of the total building height. Towers should taper, or be stepped back as they ascend.
- 9. Traditional roof styles appropriate to the design classification of a building should be used and the use of experimental, severe, or non-traditional rooflines or roofing materials should be prohibited. Mansard roofs or their derivatives and traditional roof forms that have been hybridized should be prohibited. Traditional "C" shaped tiles should be used and "S" shaped tiles should be prohibited. Fire retardant wood shake shingles, on Bungalows or Victorians, parapet walls, and flat roofs are acceptable and decorative cornices should be encouraged. No asphalt shingles should be permitted.
- 10. Architectural elements compatible with building designs should be created to house or screen roof utilities and vents from surrounding view corridors.

D. Landscaping

1. A street tree plan for the Redevelopment Area may be prepared under the guidance of the Redevelopment Agency and the City Parks Division in accord with adopted City Standards.

- 2. To the degree feasible, a program to fund and install street tree landscaping in underlandscaped areas within the plan boundary should be undertaken for new development.
- 3. All new construction should require street tree landscaping in accord with adopted subdivision conditions. The planting ratio depends upon growth rate and maturation size. [A separation of 20 to 30 feet between specimens is suggested].
- 4. Street setback landscaping should reflect the Mission Period use of drought tolerant garden plantings, including the use of river and/or carved sandstone, rocks, round riverbed gravel, and dry and active fountains or other creative solutions. An emphasis on native plants should be encouraged as well as low water maintenance succulents, agave, yucca, cactus and other appropriate regional plantings.
- 5. The use of creeping fig, Boston ivy and decorative vines (such as Bouganvilla, Cup-of-Gold, Trumpet vine, Chilean Jasmine) along fences, property boundaries, perimeter walls, and on building elevations with minimal detailing should be encouraged.

E. Historic Structure Relocation Provisions

- 1. Prior to demolition of existing historically significant California Bungalows, Victorians, or other structures resulting from a Redevelopment undertaking, an assessment should be performed to determine the suitability of these existing structures for relocation.
- 2. The building should be offered to the public for a period of 30 days prior to demolition, if the agency or community declines to relocate historically significant Victorian or Bungalow structures.

Art in Public Places Mitigation Program

The consultant recommends that the text of Section 609.2 be revised to read [consultant modifications are indicated in bold print]

"2. Art in Public Places

Any project over \$500,000 in value should include a budget for "art in public places" as approved by the Agency, which meets the following criteria:

- a. Public art consists of paintings, sculpture, or other design elements which will enhance the public view of the property, and which are located outdoors, i.e., outside a building.
 - 1. The creation of modest sized brightly painted tile plaques that explain briefly the historic significance of important structures, features, and places;
 - 2. The use of regional sandstone: for facing portions of exterior walls of buildings; the creation of planters within or adjacent to pedestrian walks or set-back areas;
 - 3. The creation of carved sandstone planters, tree wells, and free-standing low balustrade style walls in open spaces or along Hillside scenic corridors (such as Poli Street);

- 4. The creation and installation of dry or wet fountains and small mission style drought resistant landscaped areas surrounding these features;
- 5. Mission style drought resistant landscape upgrades in public areas and parks to increase the density of streetscape planting;
- 6. Renovation or reconstruction of period architecture facing important public streets;
- 7. Handmade wood and wrought iron seating in parks and public spaces to increase compatibility;
- 8. Installation of landscaping or other public enhancement design measures along approaches to the Redevelopment Area (including providing landscaping along the Ventura Avenue approach to the Plan area);
- 9. The addition of detailing, resurfacing building exteriors (including painting) and otherwise upgrading existing building facades that do not comply with the proposed guidelines.
- b. All such art should be required to be approved by the Agency prior to installation, and to be compatible with the historic and architectural character of the area.

 With permission of the Agency, owner may pay a fee as determined by the Agency in-lieu of installation of art.
- c. No art submitted to meet this requirement should advertise or promote any product or service which is for sale on the subject premises. No such art should function as a sign for a business on the subject premises.

11.0 REPORT PREPARERS

Steven Craig - Principal Writer

Lisa Knox Burns - Planner

Mark Morse - Environmental Analyst

C.A. Rowley - Art, Planning & Design Corporation, Design Review and Layout

Tom Stanley - Graphics

Diane Randall - Computer Programmer

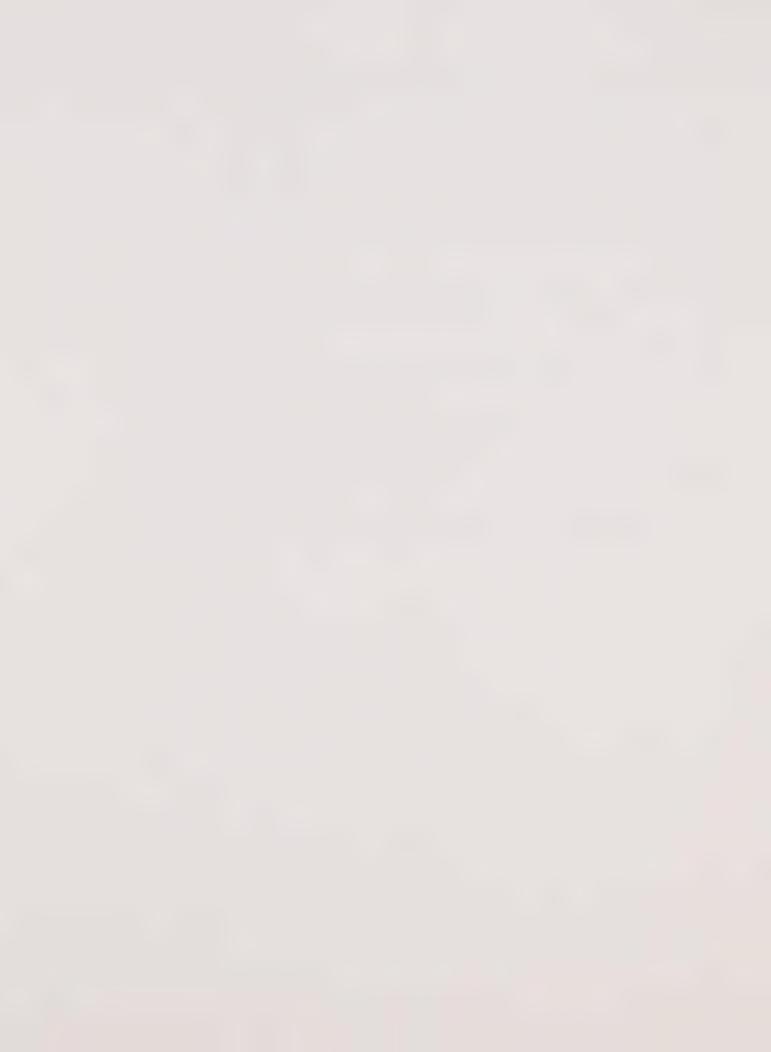
Rita Tacadena - Word Processor

Bruce Knudtston - Hazardous Materials Specialist

Tom Mitchell - Noise Consultant

Jim Johnson - Traffic Consultant, Associated Transportation Engineers

Scott Schell - Traffic Consultant, Associated Transportation Engineers



12.0 REFERENCES

Project Description, Plans & Policies

City of San Buenaventura (August, 1989), Comprehensive Plan

City of San Buenaventura (1982), Local Coastal Program - Land Use Plan

City of San Buenaventura (1989), Master EIR

Traffic

1987 Traffic Volumes on California State Highways, Caltrans, 1987.

<u>Caltrans Progress Reports on Trip Ends Generation Research Counts,</u> California Department of Transportation, District 4, 1965-1983.

Downtown Parking Study, City of San Buenaventura, Department of Community Development, May, 1986.

<u>Highway Capacity Manual</u>, Special Report 209, Transportation Research Board, National Research Council, 1985.

Interim Materials on Highway Capacity, Transportation Circular #212, Transportation Research Board, National Academy of Sciences, 1980.

ITS Review, Institute of Transportation Studies, University of California, May 1986.

Parking Generation, Institute of Transportation Engineers, 2nd Edition, 1987.

San Diego Traffic Generators, San Diego Association of Governments, Updates to July, 1988

Traffic Impact Analysis Technical Appendix, City of Ventura, June 1988.

Trip Generation, Institute of Transportation Engineers Informational Report, 1987 (Fourth Edition).

Air Quality

Air Quality Impact Guidelines 1982, County of Ventura.

Air Quality Management Plan 1988, County of Ventura.

Air Quality Standards (State and Federal) in the Exxon Access Road EIR prepared by the Planning County of Santa Barbara, 1988.

CONSTRUCT Emission Program, prepared by the Planning Corporation of Santa Barbara 1988, Santa Barbara, California.

Environmental Protection Agency, EPA Emission Factors, Volume 2, Washington D.C.

Resource Appendix of the General Plan 1988, County of Ventura.

Urbemis #2 Operational Effects Impact Simulation 1988, California Air Resources Board.

Public Services

City of Ventura (1989) Comprehensive Plan Update Master EIR

Noise

City of San Buenaventura (1972), Noise Element Comprehensive Plan Goals and Objectives

U.S. Environmental Protection Agency (1974), <u>Levels of Environmental Noise Requisite to Protect Public</u>
Health and Welfare

City of San Buenaventura (1987), Noise Ordinance No. 87-19.

City of San Buenaventura, Draft Noise Contours prepared by McClelland Engineers, 1987.

Hazardous Materials

- "Potential Parcel Acquisitions" prepared by Mr. David Valeska of the City Community Revitalization Division.
- Environmental audit reports prepared for the City Community Revitalization Division by McClelland Engineers for selected parcels within the Area. This is the Audit List. Individual reports are cited separately in the References included in this section.
- List of permitted hazardous waste generators within the Area prepared by Mr. Dana Determan and Ms. Dawn Chase of the County Environmental Health Department.
- List, prepared by Mr. Brian Clark of the City Fire Department, of parcels within the area known to have experienced unauthorized hazardous material releases. This is the HMR List.
- State Hazardous Waste and Substances Sites List (September 1988) supplied by the State Office of Planning and Research.
- Wayne Waterman, Texaco (805/327-0110), a verbal report regarding conditions within the tank farm south of Highway 101 and the type and alignment of feed pipelines reaching the tanks.

Visual Resources

City of San Buenaventura (1989), Scenic Highway Element Comprehensive Plan and Objectives

City of San Buenaventura (1982), Local Coastal Program - Land Use Policies

City of San Buenaventura (1989), Community Design Element

Geology

City of San Buenaventura, Public Works Department, Building Division

Envicom Corporation: Final EIR/S Addendum to EIR-478: For A Proposed Amendment to the Downtown Redevelopment Plan and the Mission Plaza Shopping Center, October 1980, pp 24 to 29.

Genge Consultants: "Final EIR, Downtown Redevelopment Project, City of San Buenaventura, EIR-478, January 1978, Appendix VII, pp 36 to 61.

LeRoy Crandall and Associates (Ebrahim Simantob, Registered Geotechnical and Civil Engineer): Draft EIR, Community Memorial Hospital, Medical Office/Diagnostic Center and Parking Structure, EIR-1443, November 1988, pp 77 to 83.

McClelland Engineers, Inc.: "Draft Master EIR for the City of San Buenaventura, Comprehensive Plan Update to the Year 2010 (State Clearinghouse Number 87102118)", Job No. 0588-9612, November 1988, pp 6-101 to 6-136.

USDA, Soil Conservation Service: Soil Survey, Ventura Area, California, April 1970.

Persons Consulted

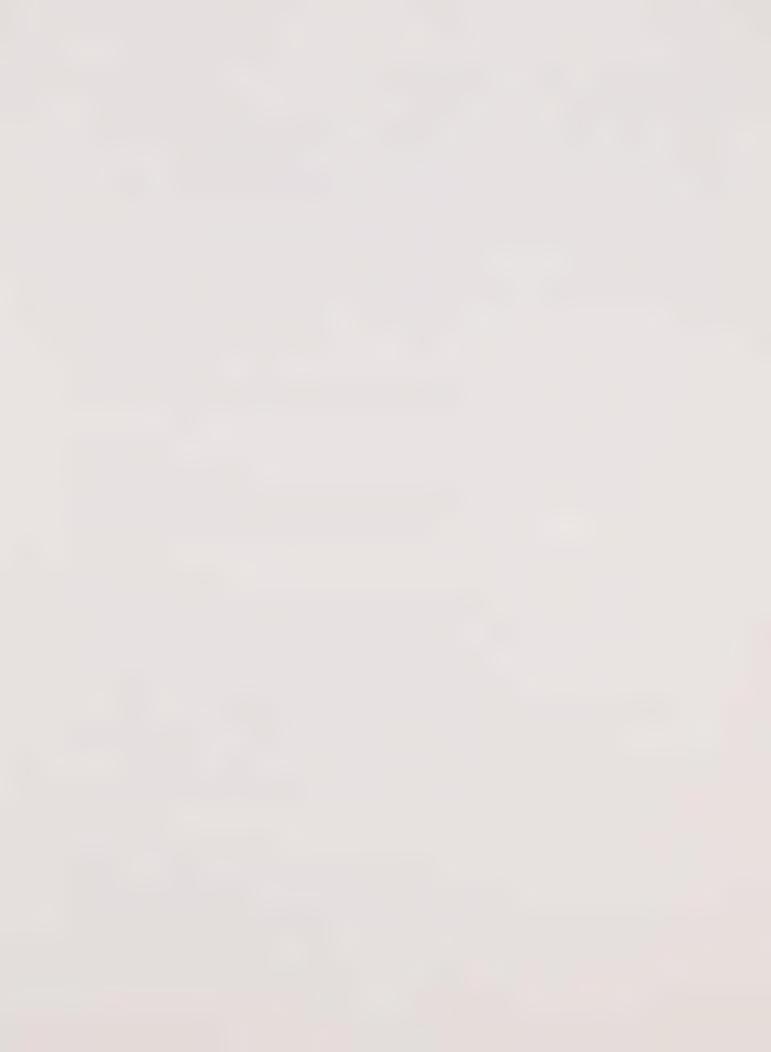
Chaney, Ann, City of San Buenaventura, Planner.

Determan, Dana, R.S. Hazardous Materials Program, County of Ventura Fox, Tom, Transportation Planning Engineer, City of San Buenaventura Head, Sarah, Air Pollution Control District, Santa Barbara, California.

^{1.} All underground storage tanks for which an unauthorized release report is filed pursuant to Hlth Sfty Code, Sec 25295.

Mack, Miriam, City of San Buenaventura, Redevelopment Administrator
McCarty, Loretta, Associate Planner, City of San Buenaventura
Miller, Lorin, City of San Buenaventura, Fire Department
Mitchell, Tom Ph.D. Consultant in Mechanical Engineering and the Physical Sciences
Mundy, John, Water Superintendent, City of San Buenaventura, Public Works Department, Water Division
Raives, Rick, City of San Buenaventura, Public Works Department, Land Development Section
Ramirez, Manual, City of San Buenaventura, Sewage Maintenance Supervisor
Richard Welcher, Assistant Superintendent of Business Services, Ventura Unified School District
Ross, Omen, Transportation Engineer, City of San Buenaventura
Staff of the California Air Resources Board, Sacramento, California.
Staff of the County of Ventura Air Pollution Control District, Ventura, California.
Thomas, Chuck, Air Quality Specialist, Ventura County APCD
Valeska, David, Project Manager, City of San Buenaventura
Walker, Jim, Parks and Recreation Superintendent, City of San Buenaventura

Watkins, Mark, City of San Buenaventura, Engineering Division, Design Section



13.0 GLOSSARY AND ABBREVIATIONS

Air Quality

AQMP: Air Quality Management Plan

BACT: Best Available Control Technology

RHC: Reactive Hydrocarbons

CO: Carbon Monoxide

NO_x: Nitrogen Oxides

THC: Total Hydrocarbons

RHC: Reactive Hydrocarbons

SOv: Sulfur Oxide

AQAP: Air Quality Attainment Plan

CARB: California Air Resources Board

NAAQS: National Ambient Air Quality Standards

TSP: Total Suspended Particulates

PM₁₀: Particulate Matter Less than Microns in Diameter

ROC: Reactive Organic Components

Noise

LEQ is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level during the time period of the sample. LEQ can be measured for any time period, but is typically measured for 15 minutes, 1 hour or 24-hours.

LDN is a 24-hour, time-weighted annual average noise level. Time-weighted refers to the fact that noise which occurs during certain sensitive time periods is penalized for occurring at these times. In the LDN scale, those events that take place during the night (10 p.m. to 7 a.m.) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where sleep is the most probable activity.

CNEL is similar to the LDN scale except that it includes an additional 5 dBA penalty for events that occur during the evening (7 p.m. to 10 p.m.) time period. Either LDN or CNEL may be used to identify community noise impacts within the Noise Element Examples of CNEL noise levels are presented in Exhibit 3.

Attenuation: The diminishing of sound levels as sound travels away from its source.

Ambient Noise: The total of all noise in a system on situation, independent of the presence of the source studied.



COMMENTS AND RESPONSES

14.0 COMMENTS AND RESPONSES

- I. Project Area Committee of the Ventura Redevelopment Agency Minutes, dated February 1, 1990
- II. Local and State Agency and Commission Comments

Casitas Municipal Water District, John J. Johnson (Letter dated January 26, 1990)

County of Ventura Resource Management Agency, Thomas Berg (Letter dated February 14, 1990)

County of Ventura Resource Management Agency, Chuck Thomas (Letter dated February 14, 1990)

California Regional Water Quality Control Board, John L. Lewis (Letter dated February 13, 1990)

State Office of Historic Preservation, Kathryn Gualtieri (Letter dated January 29, 1990)

Department of Transportation (Caltrans), Gary McSwenney (Letter dated February 22, 1990)

Ventura Arts Council, (Letter dated February 16, 1990)

Councilman Gary Tuttle, (Letter dated February 8, 1990)

California Coastal Commission, Virginia Johnson (Letter dated March 2, 1990)

Department of the Army, Robert S. Joe (Letter dated February 22, 1990

II. Public Comments

Gordon F. Snow

Letter dated February 2, 1990

Jerome R. Evans, Ph.D.

Letter dated February 16, 1990

Donald J. Parrish

Letter dated February 16, 1990

Mable H. McKenna

Letter dated February 16, 1990

Harry Wugalter

Letter dated February 2, 1990

Dr. and Mrs. Peter A. Angeles

Letter dated February 15, 1990

Barbara Evans

Letter dated February 7, 1990

Don and Virginia Umland

PROJECT AREA COMMITTEE

OF THE

VENTURA REDEVELOPMENT AGENCY

MINUTES

A meeting of the Project Area Committee of the Redevelopment Agency of the City of San Buenaventura was held at 7:00pm Thursday February 1, 1990 in the Community Meeting Room of the Ventura City Hall 501 Poli, Ventura, California.

MEMBERS PRESENT: Robert Addison, Mike Crocker, Jack Kaiser, James Kimbrough, Leonard King, James Watson

MEMBERS ABSENT: Bob Borklund, Dexter Halpert, Betty Molina,

Mabel Owen

STAFF PRESENT: Miriam Mack, David Valeska, Monica Nolan,

Loretta McCarty, Laurel Spawn

AUDIENCE: A sign in sheet was provided for members of

the Audience

Chairman Addison called the meeting to order and stated that the purpose of the meeting was to discuss the Draft Environmental Impact Report - Downtown Redevelopment Plan Amendment and introduced Miriam Mack.

Ms. Mack explained the reasons for the Plan Amendment and the requirement of an EIR due to the changes in boundaries and land uses. The official public hearing on the EIR will be held on February 8. The EIR must be approved before the Amendment can be adopted. Ms. Mack introduced the Project Area Committee and then turned the meeting over to Steve Craig, President of The Planning Corporation.

Mr. Craig summarized the EIR document and explained why and how the decisions were made. The Plan Amendment calls for boundary changes and introduces mixed land uses to the area. The mixed use changes are:

- 1. Changes in density
- 2. Height allowances
- 3. Mixed use district
- 4. Land use
- 5. Extension of funding
- 6. Phase out of auto related businesses
- 7. Art in public places
- 8. Phase out of non-conforming uses
- 9. Parking patterns
- 10.Blocks ELMN details

Project Area Committee of the Ventura Redevelopment Agency Page 1

A partial transcript of the Project Area Committee (PAC) hearing on the proposed Plan is included on the following pages. All of the issues discussed at the PAC meeting have either been responded to in other comment letters or the minutes contain responses to questions raised with the following exceptions.

- Parallel versus diagonal parking: the EIR contains a discussion of parking availability and alternative solutions to existing parking problems. All of the options discussed at the PAC hearing are addressed in the EIR.
- One way couplets: the use of one way couplets in the downtown area was evaluated by the traffic engineers and for a variety of reasons was rejected as a possible solution to downtown circulation problems.
- 3. Screening of roof utilities: An addition was made to the Design Guidelines to address the concern raised about the visibility of exposed utilities on buildings in the plan area.

PAC MINUTES February 1, 1990 Page 2

The EIR studied total project impacts. Projects that are within the scope studied by the EIR should not need additional environmental analysis.

Virginia Gould asked how the square footage for commercial uses was derived.

Ms. Mack said it was based on information and assumptions of what is there now, parking, building coverage, how high and what kind of development is anticipated. The consultant evaluated the area parcel by parcel.

The impacts that were studied were:

- 1. Air Quality
- 2. Traffic and circulation
- 3. Sewer would need to be looked at case by case
- 4. Police one new policeman would need to be hired
- 5. Aesthetics & Visual
- 6. Noise
- 7. Geology
- 8. Hazardous materials
- 9. Cultural Resources

None of these impacts were judged to be significant, although Air quality may have unavoidable impacts.

Barbara Evans ask if the noise generated at the fairgrounds had been considered. Steve Craig responded that the noise was tested on a 24 hour average not on a peak use. Peak noise conditions can be controlled by ordinance.

Maureen Davidson commented that the solutions to noise would prevent balconies on Blocks ELM & N facing south. Steve Craig responded that there may be ways to mitigate noise, which could be looked at when a specific project is proposed. Solutions may involve double glaring glass or double gaskets on doors and windows.

The only Adverse Impact could be the lack of sufficient water.

A person from the audience asked whether the streets would need to be widened with all these changes? Mr. Craig responded that the Traffic Engineers have looked at all key intersections The capacity of the streets is sufficient but the parking patterns may need to be changed at a later date. A 10% increase in vehicles is anticipated.

PAC MINUTES February 1, 1990 Page 3

Jack Kaiser asked why the EIR did not have more discussion about traffic on Santa Clara Street. He stated that he felt that parallel parking on Main Street would be dangerous and hold up traffic more than it is now. Dennis LaRochelle asked whether there had been any study about the number of parking spaces that would be lost if on street parking was changed from diagonal to parallel. Mr. Craig responded that studies show that parallel parking is safer. Sometime in the future the City may choose to eliminate some of the on street parking.

Bob Addison asked if one way traffic for Main Street and Santa Clara Street had been considered. Steve Craig responded that it was looked at but considered to extreme a measure for the level of traffic.

Mike Crocker asked how the height restrictions fit with the Spanish style architecture and said he feels that the downtown should conform to one style.

Maureen Davidson asked if the Plan for ELM & N included a theatre and would a new EIR be required if one were built? Mr. Craig responded that mixed use includes a theater and a new EIR would not be required.

Mr. Craig began a slide presentation showing various styles of architecture already established in Ventura and commented on what made the styles of architecture good or bad. He showed examples of several multi story buildings that had set backs and were enhanced with proper landscaping.

Maureen Davidson asked if the four architectural styles will be mandatory. Mr. Craig said they are advisory.

Mr. Craig said that proposed design guidelines recommend that "art in public places" include architectural details that could be incorporated into the design instead of sculpture. Maureen Davidson asked whether a specific art treatment was still being considered for Figueroa Street bridge. Ms. Mack said that it was.

Barbara Evans asked if the maximum height includes the roof. Ms. Mack said she though it did.

Virginia Gould said screening of roof equipment is very important to good design. She asked whether there had been a market study to evaluate all the proposed development. Ms. Mack responded that projects are evaluated as they are submitted. PAC MINUTES February 1, 1990 Page 4

Jack Kaiser said he sees trouble with the 45' height limit. He feels that Ventura is a two-story town. He said that he feels when Spanish architecture is more than two stories, it begins to look too massive. He questioned why the City needs more height when it will only bring in more cars.

Bob Addison stated that the Downtown needs more development for economic reasons. A developer cannot afford to buy the property and only build one or two story structures.

Jack Kaiser questioned whether the new development will enhance the City. He said traffic is bad now and new development will have a big impact downtown.

David Valeska stated that the Agency wants to create a self sufficient community so that the people who live in the area will not need to get in their car as often. Tourists are looking for something unique and will come if there is something to see. Right now Downtown is low density and nothing is happening.

Steve Craig said that there is a good aesthetic answer to all problems and asked people who have suggestions for the design guidelines to make them in writing and send them to the EIR Committee. He reminded the audience that the plan is for only 417 new residential units and 117 of those are on Blocks ELMN.

Bob Addison stated that anything that is done downtown will have an impact on north Ventura Avenue.

Maureen Davidson asked if there was any provisions for pedestrian art and transportation.

Ms. Mack responded that the Plan does not address transportation, but that the EIR stated that SCAT is adequate. Higher density development will allow for construction of subterranean parking which will get cars off the street. She also said she hoped the Trolley could be used more.

Mike Crocker asked if the Redevelopment Agency was going to subsidize the rent in the new developments. He said discount stores would not be able to pay the rent needed to support the new development.

Ms. Mack responded that the developer has to decide if he can build. The Agency judges projects when presented. Incrementally, the area is being improved. The Agency's whole purpose is to revitalize the downtown.

PAC MINUTES February 1, 1990 Page 5

Kieron Moss asked why mixed use is being discussed when we don't know if there is a demand. He asked whether the Redevelopment Area has an AQMP allocation. He said that although the market for commercial space is untested, the demand for residential development Downtown is strong.

Ms. Mack said that development in the Redevelopment Area is subject to AQMP allocations and water availability.

Mike Crocker asked if the Redevelopment Agency has the money to buy all this property?

Bob Addison responded that the Agency buys the property at Fair Market Value and may sell below that to a developer.

Ms. Mack stated that the City is devoted to revitalizing the downtown, and wants this to be the center of the City. She stated that the purpose of this meeting was to be educational. She invited members of the audience to direct written comments on the EIR to Loretta McCarty. The PAC will be asked to act on the Final EIR.

Bob Addison adjourned the meeting at 10:00pm.

33 PA C deb 1, 1990. CARITA POSAS Carità By / oza 4235 Varsely ST NTQ 612 abou Ha 132 Pale St. Uta 643-5734 JEAN SANCHEZ FOR STRAIN BARB EVANS Januara inama / DEN. LAROCHELL Donnis La Rochelle 18 S. California 644517, Mara. Davioson Maurella Davidson Venduallib Council 34 N. Palaros 308. 18 S. Californi 6xx513, DENNIS LOOMAN Dennis Louner 1.U.S.D. (49-124) 1 mission Plane Ventura, 93001 BARY MORTIMER GARY MORTIMEN ELLEN SHERWOOD Fillen Sherwood RICH WELCHER Welchen Ventura United School MIXE CROEKER Machael Crocker 4483 Sweet brear VTA HARRY WUEAUTER Hours Wyaltes 140 OH: St. Ventina. KIERAN Moss Profen & Non 1309 Weyworth In Venture 1585, FIRST USUTURA CA 930 GAYLE KIERAN GAYLE KIERAN BOB ALVIANI To foreme 5362 Farma Dr. I intura 402 Jun GIL 10 93003 VIAG. GOULD ingener Lance TOM WOOD TON WOOD

JACK WOOD TON WOOD 478 & Main St 67 S. CALLFORNIAST 215- Calfornia ST CLYDE REYNOLDS Clyde Reynolds 536 E Thompson Block 371 POLISE ANDY CHAKIRES Cincle Chilliers 124 Poli ST. JEROME EVANS Jerome R. Evaly

CITY OF SAN BUENAVENTURA

CITY COUNCIL

Richard L. Francis, Mayor Dynald A. Villeneuve, Peputy Mayor Catherine E. Bean Todd I. Collart John A. McWherter Limes L. Monahan Gary R. Jurtle

February 23, 1990

Mr. Steve Craig The Planning Corporation of Santa Barbara 122 East Arrellaga Street Santa Barbara, CA 93101

RE: REDEVELOPMENT EIR

Dear Steve:

Enclosed are the comment letters addressing the Redevelopment EIR. Also enclosed are additional comments from John Mundy, the City's Water Superintendant. You should confer with Mundy when responding to comments concerning water supply/demand issues.

There are some additional items that should be included in the Final EIR. They are listed below:

- A description from the Zoning Ordinance of how building height is measured;
- An illustrative example of the proposed mitigation measure that calls for step backs of subsequent building stories;
- The Draft EIR discusses four stories as being measured as 48-feet and not 45-feet. The document should recommend that the Environmentally Superior Alternative revise the language in the Draft Plan to specify a 48-foot height limit;
- Table 3-3 should be expanded to include additional columns: existing square footage, total square footage, exiting number of dwelling units and total number of dwelling units. Also, Table 3-3 has no dwelling units on Block J. The total number of dwelling units should be 180:
- Correct the following typographical errors Page 39 "judgment"
 Page 87 "approach"
 Page 132 "cause"
 Page 253 "or"
 Page 276 "City of San
 Buenaventura"
- Page 44 discussed Low Cost Visitor Serving Facilities. The discussion regarding low interest loans to rehabilitate older motels should be clarified. It is not clear how the Redevlopment Agency would implement this recommendation, please discuss with Miriam Mack;

501 Poli Street • P.O. Box 99 • Ventura, California • 93002-0099 • (805) 654-7800 • FAX (805) 652-0865

City of San Buenaventura Loretta McCarty letter dated February 23, 1990 Page 1

- Methods for computing building height described in the Zoning Ordinance have been included in the Visual Resource section of the FEIR.
- Graphics and additional discussion have been added to the Design Guidelines section illustrating how proposed setback requirements would be implemented. Some language in the Design Guidelines has been rewritten to clarify the setback and stepback recommendations.
- The Zoning Ordinance discussion referenced above also addresses the 45 foot versus 48 foot height limit.
- 4. A new Table 3-3 has been included in the Final EIR and the draft version of this table has been moved to the Appendix. The table has been corrected as requested.
- 5. Typographical errors have been corrected as requested.
- 6. The EIR suggests but does not require that the City consider different methods for providing an adequate inventory of low cost visitor serving facilities within or adjacent to the Redevelopment Plan boundary. This is not a consultant recommendation but is cited in the City's Coastal Plan as a planning goal. The text of the FEIR has been changed slightly in this section.

Mr. Craig February 23, 1990 Page 2

- Page 123 recommends removing the hardscape in Figueroa Plaza. Although this is not a mitigation measure, other projects will probably have a priority for available funds, please discuss with Miriam Mack;
- Page 146 should include a discussion of noise mitigation measures, even though they may be costly, in order to provide ocean fronting balconies.
 Or the EIR could require an override;
- Revise Table 10.1-1 to be consist with the text.

If you have any questions, please call me at 658-4721.

Sincerely,

Loretta McCarty Associate Planner

cc: Miriam Mack

City of San Buenaventura Loretta McCarty letter dated February 23, 1990 Page 2

- Page 123 has been revised to reflect that proposed modifications in the hardscape in Figueroa Plaza is
 merely a consultant recommendation and not a requirement. In several public comments, individuals
 expressed alternative opinions about this recommendation, some agreeing some disagreeing. What is
 done with this hardscape is a matter of City discretion.
- 2. A discussion has been added to page 146 of the Draft EIR clarifying what noise mitigations can be incorporated into project designs in order to enable open balconies adjacent to Highway 101.
- 3. Table 10.1-1 has been revised as requested.

(15) This Municipal Water District

serving and conserving

DIRECTORS MANUN A WALKER DIVISION I

LAURENCE R WHELAN Division III Vice President

AL AVILES Division IV Secretary - Treasurer

AMES W COULTAS

JOHN J JOHNSON General Manager JAMES D LOEBL RONALD E MORSE January 26, 1990

P.O. Box 99

Ms. Loretta McCarty

City of San Buenaventura

Ventura, CA 93002-0099



Dept. of Community Development Planning San Buenaventura

DRAFT ENVIRONMENTAL IMPACT REPORT - ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS 1487)

Dear Ms. McCarty:

Casitas has received and reviewed the December 1989 draft EIR/EIS for the City of San Buenaventura Downtown Redevelopment Plan Amendment and Boundary Extension. Casitas' comments are relative to the status of availability of water supplies, to serve the estimated increase in water demand (up to 348.5 AF/Y) resulting from the project. Casitas' comments refer to the EIR/EIS by page, section, and paragraph, and are summarized as follows:

Page 95 & 96 - Current Supply and Demand

Last Paragraph: Discusses concept of safe yield of City supplies and difficulty in determining groundwater basin safe yields. Refers to Table 6.2-2, Page 96, as summary of assumed safe yield from various sources. States that Table 6.2-2 implies that there is a current excess water supply for the City of only 7 AFY. States that safe supply is based on current approximate usages and/or agreed-upon allocations.

Casitas wishes to provide the following comments relative to Table 6.2-2 and the related discussion.

- I. The Foster Park supply is shown as 6,000 AF/Y. Studies conducted by the City and Casitas have shown that the long term average yield of the Foster Park supply for the period 1944 through 1983 is 5,714 AF/Y, or 286 AF/Y less than shown. More importantly, during critical drought periods, much less than 6.000 AF/Y is available, and demands which are normally satisfied from Foster Park must be met from another source. For example, the City-Casitas studies show that during the critical dry years 1949 through 1951, the supply available to the City from Foster Park would be as follows:
 - 1. 1949 3.323 acre-feet 1950 - 3,425 acre-feet 1951 - 761 acre-feet

1055 Ventura Ave. • P.O. Box 37 • Oak View, California 93022 • (805) 649-2251

FAX • (805) 649-3001

Casitas Municipal Water District John J. Johnson letter dated January 26, 1990 Page 1

Current Supply and Demand

Long term yield of the Foster Park source has been described in the FEIR for both average year and drought condition availability. A discussion has been added to the impact analysis section that explains possible vagaries in long term supply. Additional background information about the current water shortage has been included in the FEIR.

Ms. Loretta McCarty, City of Ventura EIR/EIS 1487 January 26, 1990 Page 2

Based upon Table 6.2-2, it would be assumed that a total of 18.000 acre-reet would be available from Foster Park during a critical 3-year period such as 1949-1951, while in reality only 7,509 acre-feet was available. This would represent an under-supply of approximately 10,500 acre-feet over the 3 year period.

Current information indicates that the area could be entering another critical period, during which availability of the Foster Park supply may be reduced. It is Casitas' understanding that less than 4,000 acre-feet was available during 1989, and much less will be available during 1990 if the current drought continues.

Due to the fact that the Lake Casitas demands are currently approaching the Lake Casitas safe annual yield, and the fact that Lake Casitas water cannot be utilized outside of Casitas' boundaries where the majority of the Foster Park supply is normally utilized, it is pointed out that the Foster Park deficiencies cannot be offset by increased demands on the Lake Casitas supply.

Table 6.2-2 shows the Lake Casitas supply to the City as 9,000 AF/Y, and includes the footnote that the supplies from Lake Casitas may be increased up to safe yield as needed. This statement appears to imply that any differences between demand and safe yield could be utilized by the City. In reality, the safe yield of Casitas must be equitably divided among all users within Casitas' district. Information compiled by Casitas' staff during the past several months indicates that water demands on the Casitas supply will equal or exceed safe yield during the period mid-1990 to mid-1991. Casitas is presently in the process of developing alternatives to equitably distribute existing supplies among all users. As Casitas' demands are approaching safe yield, it cannot be assumed that supplies from Casitas may be increased as indicated in the footnote.

The statement on Page 95 relative to the current City excess supply of 7 AF/Y is not consistent with information provided in other sections of the report.

The reference to "agreed-upon allocations" in the last paragraph on Page 95 should be clarified. It is pointed out that there have been no agreements between Casitas and the City relative to allocations of the Casitas supply.

Page 108 - Supply/Demand Analysis - Third & Fourth Paragraphs

Information included in the third paragraph indicates that the water demands associated with all phases of the proposed project would result in an increased demand ranging from 142.4 AF/Y to 348.5 AF/Y. The fourth paragraph indicates that the demands could be met from a variety of sources, including additional Lake Casitas allocations. This statement implies that the City presently receives an allocation of the Casitas supply and that additional allocations may be available. To date, Casitas' system has been operated on a demand, rather than an allocation, basis. Because the safe yield of the Lake Casitas' supply is nearing full utilization, the Casitas Board of Directors may consider adopting an allocation program in the near future, in conjunction with other programs relative to balancing demands with supplies. Until the Casitas Board adopts specific programs relating to balancing demands with supplies, it cannot be assumed that a Casitas allocation is available. Casitas' current schedule for adopting measures to balance demand with supply calls for a series of 3 public workshops to be held during February 1990, and

Casitas Municipal Water District John J. Johnson letter dated January 26, 1990 Page 2

A discussion preceding the section <u>Sources of Projected Increases in City Water Supplies</u> has been added which clarifies the difference between drought and average water availability conditions. Also, refer to the footnotes added to Table 6.2-9 that describe the decreased availability of supplies during drought conditions.

The assumption that the City could obtain additional water from Lake Casitas simply by requesting additional supplies has been revised and clarified in footnote 3 of Table 6.2-2. Also, refer to revised text in the EIR. All references to allocations have been rewritten to reflect the absence of firm agreements between the Mutual Water District and the City.

Supply Demand Analysis

The incorrect use of the term allocations has been revised in the Final EIR. The uncertainty about the available water from Casitas to meet the project's demands has been clarified in the Final EIR.

trong and the state Ventura

for a condication in the held Harch 1990. A notice of the workshop schedule is attached for your intermation.

The list run centences in the fourth paragraph state that, according to Table 6.2-7, the net increase in projected supply, not including state vater, vould be 4.000 AF/Y by mid-1704, and that with state water, the cotal net increase in projected supply is shown to be 17,000 AF/Y. This is not what is shown in Table 6.2-9. The table shows not increases in projected supply with state water as 12,500 acre-feer. The difference between 4,000 AF/Y projected increased supply without state water, and 19,000 AF/Y with state water, as discussed in the fourth paragraph, would indicate that the City's state project water entitlement is 15,000 AF/Y. The City has entitlement to 10,000 AF/Y under the existing contract, and Casitas has entitlement o 5,000 AF/Y. While Casitas may furnish water to the City from Casitas' State Freject entitlement, it should be made clear that the City is contracting for only 10,000 AF/Y of state project water.

Eage 112. Examination of Table 6.2-10. Information included in this discussion usin indicates that the City's entitlement to state project water is 15,000 AF/Y (18 409 4 AF/Y minus 3,609 4 AF/Y). This is not correct, and is inconsistent with information shown in Table 6.2-9. Item 6, which shows a maximum state water project allocation of 10,000 AF/Y.

Page 112 - Sources of Projected Increases in City Water Supplies.

Casitas Mater District. Information included in the discussion of Casitas' supplies includes the following:

"According to the City's water superintendent, the current extractions from Lake Casicas could be increased up to the safe yield of the lake under the current water agreement between the City and the Casicas Water District. Casicas' safe yield supplies are estimated to be at least 10,000 AF/T as shown in Table 6.2-9 (City of Ventura Master EIR 1989). Because the Redevelopment project area exists complete (SiC) within the Casicas Water District service area, the proposed project could be served entirely from additional Lake Casicas allocations. As such, project laspacts on the City's water supply would be considered insignificant.

As discussed previously, the Casitas system has been historically operated on a decand rather than allocation basis. There is no agreement which would permit the City to increase extractions up to the safe yield of the Lake. Mater demands on the Casitas supply are rapidly approaching safe yield, and the Casitas Board is in the process of developing programs to assure that demands do not exceed supplies.

The statement that "Casitas' safe yield supplies are estimated to be at least 10,000 AF/Y as shown in Table 6.2-9" contains incorrect information. Table 6.2-9 shows the Casitas supply as 9,000 AF/Y. The safe yield of Lake Casitas is considered to be 20 970 AF/Y.

The statement that the proposed project could be served entirely from additional Lake Casitas allocations cannot be confirmed. Actions to be taken by the Casitas Board in the near future to assure that demands do not exceed supplies could impact this project.

Ms. Loretta McCarty, City of Ventura EIR/EIS 1487 January 26, 1990 Page 4

The statement that "project impacts on the City's water supply would be insignificant" should be re-evaluated based upon current information which is available regarding status and availablety of water supplies.

For the purpose of providing current information relative to the status of supplies and demands within Casitas' district, and alternatives to be considered for achieving a balance between supplies and demands, I am enclosing a total of 7 memorandums which have been prepared by staff and presented to the Casitas Board of Directors during the past several aonths. Much of this information will be utilized to develop alternatives to be considered during the previously discussed upcoming workshops and public hearing.

If you have any questions regarding Casitas' comments, please do not hesitate to contact Richard Barnett or \mathbf{me} .

Very truly yours,

Con J James on General Hanager

PIIB: clm

Enclosures

Casitas Municipal Water District John J. Johnson letter dated January 26, 1990 page 3

Text and table discrepancies regarding the availability of State water have been corrected. The text has been clarified to reflect potential availability of water above the 10,000 acre foot allotment; the Final EIR qualifies the future availability of this supply.

Table 6.2-10

The maximum State water allocation plan has been corrected.

Page 112, City Water Supplies

The requested corrections have been made. The inconsistency between the text and Table 6.2-9 has been corrected.

RESOURCE MANAGEMENT AGENCY

county of ventura

THOMAS BERG Agency Director

February 14, 1990

Loretta McCarty
Planning Department
P. O. Box 99
Ventura CA 93001



Dept. of Community Development Planning Son Buenaventura

Subject: Redevelopment Plan Amendment EIR

Dear Ms. McCarty

Thank you for the opportunity to review the subject document. This report was circulated to interested County agencies for review. The response is attached. Please mail a copy of the final document when completed.

If you have any questions, please contact Kim Hocking at (805) 654-2414 and he will direct you to the appropriate staff member.

Sincerely,

1 Imas Berg

Thomas Berg, Director Resource Management Agency

Reference No. 89-20

Attachment cc: APCD - Thomas KH/pm County of Ventura Resource Management Agency Thomas Berg, Director letter dated February 14, 1990 Page 1

Comment acknowledged. No response necessary.

COUNTY OF VENTURA

RESOURCE MANAGEMENT AGENCY/APCD

MEMORANDUM

Kim Hocking, Planning TO: DATE: February 14, 1990

Chuck Thomas, APCD FROM:

SUBJECT: Environmental Impact Report for the Downtown Redevelopment Plan Amendment and Boundary Extension, City of San Buenaventura (Ref. No. 89-20)

Air Pollution Control District (APCD) staff has reviewed the air quality section of the subject environmental impact report and has the following comments:

CHE	TOTTOWIN	g commencs.	
No.	Page	Comment	
1)	126	Third Paragraph, Airshed Management and Baseline Conditions in the Downtown Area	
		The first sentence should be modified to reflect fact that ozone is a secondary pollutant, and as such, does not have a "primary source."	the
2)	134	Short Term Construction Effects	
		This section should indicate that construction-related fugitive dust may pose a significant nuisance to those living and working the construction sites.	near
		Furthermore, demolition activities may result in release of asbestos. Since asbestos is a known	the

carcinogen, this section of the EIR should address potential asbestos impacts. Moreover, the methods or procedures that will be followed to reduce the amount of asbestos released during demolition activities should be discussed.

31 136 Second Paragraph, Long-Term Emissions

> The emission factors used by APCD staff to estimated emissions associated with residential development do not include emissions from service-related industries such as dry cleaners and service stations. Therefore, this paragraph should be revised to reflect the following information: Residential emissions are primarily indirect emissions resulting from vehicle use. Other emissions associated with

County of Ventura Air Pollution Control District Chuck Thomas letter dated February 14, 1990 Page 1

- 1) Changes made as recommended. A sentence was added to the text of the EIR.
- 2) The recommended text is contained in the EIR and may have been overlooked by the commentor. A brief section on asbestos has been added to the EIR discussion and a new recommended condition has been added to the Plan text.
- 3) Other indirect long term emissions resulting from new residential construction have been referenced using the language in this comment.

K. Hocking February 12, 1990 Page 2

residential land uses are space and water heating, aerosol propellants and solvents used in cleaning and home improvement, insecticides, and lawn and garden equipment.

4) 136 Scenario 2

The air quality impact analysis under Scenario 2 relies on a ten-year phasing period. However, such a phasing period does not appear in the project description. Perhaps a specific ten-year phasing period can be considered as a mitigation measure pursuant to Ventura County's 1989 <u>Guidelines for the Preparation of Air Quality Impact Analyses</u> (page 7-26).

6) 136 Consistency with the Air Quality Management Plan

APCD staff recommends that this section be rewritten to provide a project consistency determination in accordance with the 1989 Guidelines. Chapter 3 of the 1989 Guidelines states that if it can be demonstrated that future population growth will be managed so that the 1995 population forecast will be adhered to, a finding of consistency can made. APCD staff therefore recommends that the air quality section of the EIR contain such a demonstration. It is not adequate for the EIR to simply state that consistency will assured by the City's Residential Growth Management Program.

7) 137 Carbon Monoxide Screening Analysis

The first sentence of this section incorrectly refers to the 25 pounds per hour threshold instead of the 25 pound per day threshold. This sentence should be corrected accordingly.

8) 138 Project Phasing and Exceedance of Thresholds

It is unclear why 1991 emission factors were used for calculating residential emissions, but year 2000 emission factors were used for calculating non-residential emissions. Furthermore, according to the Non-Residential Projects section, no shopping centers will built in the Redevelopment area until 2000. If this is not correct, appropriate year emission factors should be used for calculating emissions associated with the non-residential components of the project.

County of Ventura Air Pollution Control District Chuck Thomas letter dated February 14, 1990 Page 2

- 4. The phasing period discussed in this comment has been deleted from the FEIR since CEQA requires that all components of a Redevelopment Plan need to be considered as a single project. Redevelopment efforts will be phased naturally as properties are purchased by the Agency and as joint venture agreements evolve on a case-by-case basis.
- 5. No comment 5 is provided.
- 6. The City has established a program to comply with the AQMP in the Comprehensive Plan and in the more specific growth allocation system specified in the Regional Growth Management Program (RGMP). The RGMP contains development restrictions and an allocation system that assure compliance with the AQMP. These documents are now incorporated by reference in the FEIR; repetition of the specific RGMP program phasing requirements was viewed as unnecessary duplication of effort.
- 7. Correction made as requested.
- 8. See response on the following page.

K. Hocking
February 12, 1990
Page 3

Section 21090 of the CEQA Guidelines states that "all public and private activities or undertakings pursuant to or in furtherance of a redevelopment plan shall be deemed a single project." Furthermore, in order to approve a project with unavoidable adverse environmental impacts, Section 15093 of the CEOA Guidelines requires that the approving authority make findings of overriding consideration. Since the subject Redevelopment Plan is considered a project, and since project-related air quality impacts exceed established thresholds, overriding considerations for air quality must be made for the entire project if implementable mitigation measures are not sufficient to reduce the impacts to a less than significant level. It is not appropriate to make a finding of overriding consideration only for subsequent projects under the Redevelopment Plan which exceed established thresholds.

9) 140 Mitigation Measures

APCD staff recommends that the mitigation measures contained in the 1989 Guidelines be considered to mitigate the project's short-term and long-term adverse air quality impacts. The most effective of the long-term mitigation measures are On-site TDM facilities, Off-site TDM facilities, and Contribution to an Off-Site TDM fund. TDM refers to a set of measures designed to reduce the number of vehicle trips made during peak travel hours. The Guidelines also contain recommended policies and procedures for using TDM funds. In addition to the mitigation measures outlined in the Guidelines, APCD staff recommends that a Transportation Management Association be considered for the downtown area to implement TDM tactics found to be feasible.

It should be noted that ordinances such as the City's TRIM program and the APCD's Rule 210, Trip Reduction Rule, cannot be relied upon as mitigation measures since they are considered part of the existing environment. Ordinances can, however, reduce the project's baseline air pollutant emissions provided that the air quality benefits of the ordinances are quantified.

If you have any questions, please contact Chuck Thomas of my staff at (805) 65t-2799.

County of Ventura Air Pollution Control District Chuck Thomas letter dated February 14, 1990 Page 3

8) Project Phasing and Exceedance of Thresholds - 1991 factors were used for residential projects because several major residential projects are proposed to be constructed and/or completed during this time period. Year 2000 factors were used for non-residential emissions because the major components of the non-residential components of the project would probably not be completed until this time. As mentioned above, the specific years when different parts of the plan will be completed are unknown at this time. The impact predictions were based on reasonable predictions about future buildout years.

The commentor is correct regarding the language of Section 21090 of CEQA. Based on the direction provided in this section, the FEIR was rewritten. Air Quality effects and mitigation program requirements will be conditioned for all phases of the project regardless of size or year of approval. The text of the FEIR has been rewritten to reflect the conclusion that air quality impacts are significant and unavoidable. A program to implement air quality mitigation planning has also been included in the FEIR Plan text.

9) Mitigation Measures - The mitigation measures section has been revised and rewritten in response to comments. All projects would need to include air quality mitigation measures and payment of fees to off-set air quality impacts.

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—LOS ANGELES REGION

101 CENTRE PLAZA DRIVE MONTEREY PARK CALIFORNIA 91754-2156 (213) 266-7500



February 13, 1990

File: 700.515

Loretta McCarty City of San Buenaventura Pedevelopment Agency 501 Poli Street Ventura, CA 93002

DRAFT EIR - DOWNTOWN REDEVELOPMENT PLAN AMENDMENT AND BOUNDRY EXTENSION. SCH#88092813: CITY OF SAN BUENAVENTURA

We have reviewed the subject document regarding the proposed project, and have the following comments:

Based on the information provided, we recommend the following:

We have no further comments at this time.

The proposed project should address the attached comments.

Thank you for this opportunity to review your document. If you have any questions, please contact Eugene C. Ramstedt at (213) 266-7563.

John Literus

JOHN L. LEWIS, Unit Chief Technical Support Unit EGEIVE FEB 2 1 1990

co: Garrett Ashley, State Clearinghouse

Dept, of Community Development Planning San Buenaventura

107-13-491

State of California Regional Water Quality Control Board

John L. Lewis letter dated February 13, 1990

Page 1

Comment acknowledged. No response necessary.

STATE OF CALIFORNIA - THE RESOURCES AGENCY

GEORGE DEUKMEJIAN, GOVERNOR

OFFICE OF HISTORIC PRESERVATION

DEPARTMENT OF PARKS AND RECREATION

POST OFFICE 80X 947898 SACRAMENTO, CALIFORNIA 94796-0001 19161 449-8006



16B 05 1990 January 29, 1990

Loretta McCarty
Redevelopment Agency

10 Poli Street

Ventura, CA 93002

Dept. of Community Development
Planning
San Superovenurg

Re: Downtown Redevelopment Plan Amendment

Dear Ms. McCarty:

We have received a copy of the Draft EIR/EIS for the City's Downtown Redevelopment Plan Amendment and Boundary Extension, and would like to offer our comments.

The document indicated that there may be federal involvement through the use of federal funds in the implementation of this plan. As you know, any federal agency assisting such a project will be subject to the requirements of Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR Part 800.

If there is a federal undertaking, the federal agency would be responsible for identifying properties listed on or eligible for listing on the National Register of Historic Places within a defined Area of Potential Effects. In consultation with our office, the agency would then proceed according to 36 CFR 800.5 Although the draft EIR/EIS listed these regulations among its "covering quidelines," you should be aware that the document is not responsive to the requirements of 36 CFR Part 800, and it will not be adequate for consultation should a federal agency become involved.

In a federal undertaking, the federal agency and this office must participate in making decisions that involve historic properties. The EIR/EIS appears to ignore this requirement for participation by outlining decisions already made, and failing to offer an alternative mechanism for consultation and reconsideration in the event of federal involvement. For example, the draft EIR/EIS calls for recordation and possible relocation as the only demolition. Under Section 106, a federal agency and this office would consider options other than demolition, and a broader range of mitigation measures, prior to accepting demolition as being in the best public interest.

Before you accept and implement the draft EIR/EIS, we suggest that you review it in the light of potential federal involvement and the requirements of 36 CFR Part 800.

Thank you for considering our comments. If you have any questions, please call staff historian Dorene Clement at (916) 322-9600.

Sincerely,

A Kathrya Gualtieri State Historic Preservation Officer State of California Office of Historic Preservation Kathryn Gualtieri letter dated January 29, 1990 Page 1

In response to this comment, a revised section has been added to the recommended text of the plan that separately addresses compliance requirements for projects financed with Federal assistance. The EIR/EIS was not intended to meet all Federal requirements; rather, the intent was to include language in the Plan that would require future projects to comply with all pertinent guidelines and regulations.

Seaso of California

Date : Pabruary 32, 1990

File No: San Buenaventura

Extension

Downtown Redev. Plan Amendment & Boundary

Ven-101-30.399

Memorandum

. Mr. Garrett Ashley State Clearinghouse 1400 Tenth Street. Room 121 Secramento, CA 95814

Gary McSweeney -District 7 From . DEPARTMENT OF TRANSPORTATION

Project Review Comments

a. Ven-33-0.00

SCH No. 88092813

Caltrans has reviewed the DEIR for the San Buenaventura Downtown Medevelopment Plan Amendment and Boundary Extension and hes the following comments:

- . We recommend left-turn pockete for Thompson Boulevard at Chestnut Street as a mitigation measure to alleviate congestion caused by the increase in traffic volumes on Thompson Boulevard.
- In the Cumulative Mitigation Measures section (page 90), we concur with the second improvement option for California Street/U.S. 101 Northbound Off-Remp, except: we recommend widening California Street from the south side and restripe to accommodate an additional lane.
- . Page 71, Table 6.1-12: The LOS for existing conditions at Thompson Boulevard/U.S. 101 58 Remp should read LOS A, rather than B.
- . In the analysis, forecast year and growth rate were not
- At the project level, a Caltrane encroachment permit will be required for any and all construction work performed within, under, adjacent to, or over State highway operating right of way, including ingress and egress, and traitic control. Impacts on the State highway related to the above, including drainage, are to be considered in the permit process.

Mr. Garrett Ashley Pege 2 Pebruary 22, -1990

We look forward to reviewing the FEIR. If you have any questions regarding this response, please call me at (ATSS) 8-640-2376 or (213) 620-2376.

Original Signed By

GARY MCSWEENEY IGR/CEQA Coordinator Transportation Planning & Analysis Branch

co: Lorette K. NcCarty Plenning Division Department of Community Development City of Ventura P. O. Box 99 Ventura, CA 93002-0099

Caltrans Gary McSweeney letter dated February 22, 1990 Page 1

- 1. Thompson Blvd./Chestnut Street signalization: This intersection was not identified by City staff as a critically affected location. The City has been monitoring the occurrence of accidents at this location and has determined that the recommended improvements should be made. Left turn channelization is a programmed improvement and should be accomplished in 1990-1991.
- 2. California Street/101 NB offramp: Comment acknowledged. Widening California Street is also being considered as a future improvement by the City.
- 3. Table 6.1-12: Correction made as requested.
- 4. Growth rate for cumulative analysis: CEQA permits cumulative analysis to be performed on the basis of projected growth rates or specific future project buildout using a cumulative list. Both approaches are equally valid. The list approach has been used in this document.
- 5. The need for an encroachment permit has been cited in the EIR.



P.O. Box 1683, Ventura, California 93002 34 North Palm, Suite 11, Ventura, California 93001 (805) 656-ARTS/(805) 653-0828

February 16, 1990

City of San Buenaventura Redevelopment Agency P.O. Box 99 Ventura, CA 93002

Re: Environmental Impact Report:
Downtown Redevelopment Plan Amendment

Dear Project Area Committee and City Staff:

The City of San Buenaventura in its Downtown Redevelopment Plan took the first step toward enacting an Art in Public Places policy that has been long and eagerly awaited. The policy acknowledged the need for a humanizing element of new developments and looked toward the integration of works of art that would encourage pedestrian traffic downtown and enhance the ambiance of a Ventura as a center of culture and history.

The enactment of an Art in Public Places policy also linked Ventura with countless other enlightened cities nationwide in acknowledging the role of art as part of a community's identity, as a symbol of community pride. The rallying around the saving of the Father Serra statue has demonstrated that the citizens of Ventura feel this to be so.

The recent Draft Environmental Impact Report recommends a modification of the Art in Public Places policy with language that reveals that the consultants have limited experience with Art in Public Places programs and their impact. On behalf of Ventura Arts Council and the arts community and arts-interested membership we represent, we strongly object to the re-orientation described in pages 243 and beyond. The diverting of Art in Public Places funding to "building detailing and other exterior amenities" will

BOARD OF DIRECTORS: Robert J. Alviani , President

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Maureen Davidson letter dated February 16, 1990

Ventura Arts Council

Page 1

The consultant intents are clearly stated in the introduction to the proposed revisions in the Plan Text. Moreover, the consultants are familiar with the operation of Art in Public Places Programs in a number of cities. The current language of the Plan cites the installation of paintings and sculptures as well as other design elements as the objectives of the program; the consultants are recommending removal of paintings and sculpture as specifically named design elements and instead we have recommended using the covering term "design elements" as the plan's objective - this recommendation broadens - it does not narrow - the focus of the program as this letter implies. The consultants are not stating that sculpture and paintings are not potentially valid public art media nor does the revised language of the text discourage the installation of paintings or sculptures.

It is our opinion that public art programs are usually interpreted far too narrowly and that an undue emphasis is placed on painting and sculpture rather than an wood working, glass fabrication, tile detailing, stone carving, garden art (as in the Japanese tradition of public art), and other publicly appreciated types of craftsmanship. Too often, public art programs are limited to the participation of academic or gallery oriented artists. Our recommendation - and it has not been modified in the Final EIR - is to broaden, not narrow, the definition of public art.

immediately trivialize the concept of AIPP. The "detailing" of the buildings in question is the job of the developers, and an integral part of the design standards demanded of new development in other parts of the Redevelopment Plan.

We recommend that the original Art in Public Places plan be supported. Through clear goals specified in the calls for proposals, the objectives the consultants sought to accomplish through the modifications may be more excitingly accomplished.

Sincerely,

Maureen Davidson Executive Director

auca Jan

Ventura Arts Council Maureen Davidson letter dated February 16, 1990 Page 2

Our proposal expands public art to include the art of the garden and garden elements; the earth and landscaping art tradition that emerged in the 1970s in the eastern United States; the fabrication and decoration with tile, wood and stone; and building renovation and detailing (particularly of historic structures). Certainly the preservation and enhancement of architectural detailing has a long history and value cross-culturally as well as in this Country. Our definition expands the program beyond the narrow academic, gallery art and orientation of many Arts Councils statewide.

The commentor correctly perceives that what we have proposed is a reorientation of the Art in Public Places program but we believe that this change is closely integrated with current developments in art. The evolution of <u>regionalism</u> in art is one of the prominently debated topics in contemporary art criticism. We are encouraging preservation and support of a regional aesthetic.

We do not see any merit in the assertion that an expanded art program based on a broader interpretation and appreciation of the role of art in the community would <u>trivialize</u> an Art in Public Places Program. Rather, the opposite is true. A <u>narrow</u> focus on painting and sculpture trivialize the possibilities for public art. Building detailing is certainly a form of art; terra cotta architectural ornamentation by the De La Robbia Brothers. Bronze buildings, in Florence; and the extraordinary public fountains of Bernini in Rome, Italy are historic examples of traditional art forms which enhance the public architectural environment. Gaugin's decoration of his home in Hiva Oaa in Tahiti evolved into one of his masterpieces; the tile work on the Bahn building in Ventura on the Adamson Estate in Malibu cannot be faulted as not being suitable public art of significance.

COMMENTS FROM COUNCILMAN GARY TUTTLE

February 8, 1990

- The discussion on page 47 should address the proposed Residential Growth Management Program which may limit residential build-out to 1850 total units for the next ten years.
- The EIR did not consider the views for those who might develop on Blocks 0 and T. Development on these blocks would be in the shadow of development on Blocks ELM and N.

Councilman Gary Tuttle letter dated February 8, 1990 Page 1

- A new section (5.5) has been added to the Plans and Policies discussion that addresses the Residential Growth Management Program.
- 2) A discussion of visual effects related to on-street views (to both the north and south) has been added to the visual resources section. The relationship between development of Blocks O and T and Blocks E, L, M, and N has been clarified in the FEIR.

Jerome R. Evans, Ph.D

770 County Square Drive, Suire 215 • Ventura, California 93003 • Telephone (803) 656-2535

Clinical Psychology California License No. PD3537

JEROME R. EVANS, PH.D. 124 POLI STREET VENTURA, CA 93001

February 16, 1990



Dept. of Community Development Planning San Buenaventura

Ms. Loretta McCarty Community Development Department City of San Buenaventura P.O. Box 99 Ventura, CA 93002

Re: DOWNTOWN REDEVELOPMENT PLAN AMENDMENT

Dear Ms. McCarty:

Your acceptance of this letter which states my personal concerns about the environmental impact statement prepared by Planning Corporation of Santa Barbara will be appreciated.

I have lived in Ventura since 1965 and have resided in downtown Ventura for almost three years. I chose to leave the suburbs to enjoy the many benefits of the oldest part of our City, its views, architecture, the traditional 19th century mixed residential-commercial environment, and for the sense of being part of a community. After reading news reports, the EIR, attending the February informational meeting on proposed modifications of the redevelopment plan, and talking with some of those involved in the original plan I felt the need to express my concerns to you.

Downtown Ventura is a relatively unique geographical place along the coastline of California. It is also singular in some respects architecturally. I believe the principle goal of redevelopment should be the preservation of the area's special qualities. In Ventura County there is not another place like Ventura's downtown. We should work to save the best that exists in structures and develop new buildings and services which are compatible and do not disturb the area's geographical benefits. I do not believe the proposed modifications will accomplish these goals. On the contrary, if implemented they will obscure structurally and visually what those who live and work downtown treasure the most.

Jerome R. Evans, Ph.D. letter dated February 16, 1990 Page 1

Comments acknowledged.

The EIR recognizes and discusses the architectural uniqueness of the downtown area and contains an appreciation of what is valuable about Ventura's architecture and a critique of types of buildings that have been developed which detract from this uniqueness. It is unclear in this general discussion which specific modifications to the Plan referred to in paragraph 3 are problematical.

MS. LORETTA MCCARTY

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JEROME R. EVANS, PH.D. FEBRUARY 16, 1990

I understand the desire to revitalize our downtown. It does have a rundown look in places, lacks a certain amount of vitality, and doesn't appear to have a generating force which would bring in new people, money, and energy. It does seem logical that vitality requires the demands generated by new residents and that new residents come only if a place is attractive to them. Further, I understand that once people have reasons to be in the redevelopment area their presence will stimulate adjacent properties, that new life will begin to occur, and that following these, downtown will look more presentable and be more productive. Once the general area has undergone such improvement it would naturally attract more interest and downtown could become a self sustaining portion of our community. Attractive as it sounds, my argument is to avoid this overall concept for revitalizing downtown Ventura.

Please consider an alternative to the new concept reviewed in the EIR. My proposal is simply that we preserve the best of what we have, be patient, and add to our downtown only what enhances it's uniqueness.

The environmental impact report and the previous plans for redevelopment have recognized five styles in downtown's architectural history. While there are craftsman and Victorian homes elsewhere, and two story brick retail stores from the late 19th and early 20th centuries in other parts of the county, only in downtown Ventura are all of these blended with the visual prominence of ocean and hillside vistas. If it is possible to capture the essence of this uniqueness, save what is reflective of it and bring new examples to expand its significance then we will have done ourselves a great service. If we have revitalization but lose what our community means visually, then we will have failed and sacrificed a wonderful opportunity for short term excitement, false dreams, and a downtown that looks like everywhere else in coastal California.

I suggest that we put time and effort into a clear definition of what we have that should be kept from disappearing before modifying the existing plan. Specifically, could we develop a document which describes the area's architectural heritage? Documents have already directed our attention to these periods and categories and have suggested good examples, e.g. the Mission, City Hall, the

Jerome R. Evans, Ph.D. letter dated February 16, 1990 Page 2

The differences of opinion about the Redevelopment Plan goals and strategies outlined in paragraph 1 should be directed to the decision makers (Planning Commission and City Council). Comment acknowledged.

The consultants expressed similar concerns to the issues raised in paragraphs 2 and 3 and therefore prepared design guidelines that would, in essence, limit future architectural to the range of building types historically constructed in the City. Post-modern, modernist, and unsuccessful hybrid-Spanish styles are specifically cited as unacceptable to the consultants in the Design Guidelines and related discussion. The future of the uniquely characteristic unreinforced masonry buildings is the subject of a separate EIR that is in preparation.

MS. LORETTA MCCARTY

PAGE 3

JEROME R. EVANS, PH.D. FEBRUARY 16, 1990

Peirano House, and others. I would like to propose that we identify several of the best examples of each architectural period or style which is characteristic of downtown's earlier years. These sites and structures should be photographed and their significance explained. Once compiled into a document which describes the existing tradition, these materials can serve as the standard against which proposed development is evaluated.

Once a document exists which shows clearly what is to be preserved and enhanced the examples can easily be converted to computer assisted drafting files and made available for use by prospective developers. I would like to see those who express an interest in developing in the area prepare their own CAD drawings and present them alongside the example of any one of the five architectural styles with which they believe it is most compatible and which it most enhances. If the visual match is good, the developer should be encouraged. If not, ask that she or he try again, Period.

An excellent example of this proposed methodology is currently underway in a less technologically advanced, but just as valid procedure. The owner of La Mer has accepted development of the lot adjacent to her property. She realizes that growth and use of the land is inevitable. She has stood staunchly, and correctly in my opinion, behind the idea that what is built should compliment what is valuable about the site both geographically and structurally. The developers talk revitalization language, e.g. height limitations, contemporary styling, and so forth. The owner of La Mer is trying to help us understand that revitalization talk is basically disruptive and can lead to degradation of what is valuable in a neighborhood. She correctly pointed out that the first proposal was wrong because it overshadowed its neighbors of merit and the second was wrong because it was completely unrelated to the architectural style of quality on the street. This one example should be emulated for every other redevelopment site remaining. If a proposal doesn't clearly look as though it belongs in the Mission's parking lot, on the space next to the Peirano House, or as if it enlivens the Plaza Park neighborhood let's send it back with "No Thank You" stamped across its cover.

When I first looked at the "Santa Fe" style of the second proposal for the lot adjacent to La Mer I was at a loss for words. Downtown Ventura doesn't have a Santa Fe period and we aren't improving ourselves by jumping on the latest interior design trend. Downtown Ventura is not the place for experimentation, new ideas, and creative radicalism. That doesn't mean there isn't a place for creativity. Figueroa Plaza is beautiful, interesting, inventive but it is ultimately harmonious.

Jerome R. Evans, Ph.D. letter dated February 16, 1990 Page 3

The concept of an expanded set of Design Guidelines in the form of a design manual would be a valuable tool for future development efforts. The Design Guidelines discussed in the EIR were intended to serve this purpose at least in a preliminary manner. The creation of development standards would be useful and the consultant encourages the adoption of such standards as well as community participation in the design process. Project review on a case by case basis before the Citys Architectural Review Board is designed to facilitate public participation in influencing the design and character of downtown.

The consultant supports and agrees with the comments in this letter regarding forcing, if necessary, future development to be architecturally and historically compatible with existing structures and neighborhoods.

MS. LORETTA MCCARTY

PAGE 4

JEROME R. EVANS, PH.D. FEBRUARY 16, 1990

Someone might raise the question, "What if no developer wants to build another Figueroa Plaza? Does that mean we have to live with bus barns and paper blowing in abandoned doorways forever?" I live in downtown Ventura, walk to the book stores and restaurants, and nod to the transients who sometimes sit along Oak Street. They don't bother me and I don't mind a little blowing paper once in awhile. I don't think anyone else who lives downtown does either. I would rather look at tall grass in an empty lot than six stories of "Modern California Stucco" looming over the Peirano house. Nothing has really been lost by the slow development of the Ventura Marina. When development was pushed we got an ugly, unsuccessful hotel. Patience will pay off. There aren't going to be many new California marinas if any and there aren't going to be any places built like those along Main Street.

Finally, Richard Francis, whom I admire as a City Council person, said one day when we were talking about redevelopment modifications, "Jerry, we already have several six story buildings in downtown. This isn't a new idea." (I was questioning the relevance of any proposal for a building taller than the Mission's bell tower.) Yes, it's true we already have multistory buildings and no we do not want them as precedents against which future structures should be compared. That the senior citizens high rise exists hopefully is not an argument for massing other buildings along side it to keep it company.

Your patience in reading my requests is valued. Let's preserve our part of town, add buildings as they seem to fit, and accept that time will create a demand for something that is genuine and that this will be far more durable than anything stimulated by contrived revitalization.

Sincerely,

JE Eman

Jerome R. Evans, Ph.D.

Jerome R. Evans, Ph.D. letter dated February 16, 1990 Page 4

The consultant concurs with and supports the comments on this page. It is essential that all future development by historically rooted in the five major design traditions of the downtown area. The participation of the downtown residents is essential in this process.

LAW OFFICE OF

DONALD J. PARRISH

DONALD J. PARRISH A PROFESSIONAL CORPORATION 107 SOUTH FIGUEROA STREET YENTURA, CALIFORNIA 93001

TELEPHONE (808) 668-0335

FROM OXNARD (805) 056-9804

February 15, 1990

Dept. of Community Development Planning San Buenaventura

Re: Downtown Redevelopment Plan Amendment

Dear Mo. McCorty:

Ventura, CA 93002

Loretta McCarty

P.O. Box 99

Community Development Department

City of San Buenaventura

I am writing to state my personal concerns regarding the Environmental Impact Statement prepared by Planning Corporation of Santa Barbara with regard to the Ventura Downtown Redevelopment Plan Amendment.

I have lived in Ventura County lince 1966. I reside in the City of Ventura and own three Victorian homes located on the corner of Santa Clara and Figueroa, within the redevelopment project area. Two of the homes have been restored and I am in the process of restoring the third home. My office is in one of the restored homes known as The Peirano House.

My purpose in writing is to request that any master plan proposed limit structures to three stories in height and further be limited to the Victorian or early Spanish architectural appearance.

I appreciate the opportunity to have presented my views.

Yours very truly.

Donald Lin

DONALD J. PARRISH

DJP/kg

Donald J. Parrish letter dated February 16, 1990. Page 1

The limit recommendation of three stories should be presented and argued before the decision makers. The EIR studied the effects of a four story proposal and determined that the impacts of four story construction could be diminished to insignificance by adoption of Design Guidelines. The section of the EIR on design guidelines has been expanded to clarify how height limitations will be computed.

Regarding limiting all future architectural styles to either Spanish or Victorian, the consultant believes that this is unnecessarily restrictive. The EIR reviews the five important dominant historic architectural styles characteristic of downtown. All of these types of architecture are historically valid and each style has made important contributions to community aesthetics.

Sorette McCarty

2/16/18

Which attention has been given to the "Economic" concerne regarding the siderelapment of that the is necessary. those at many others, are also about preserving the seauty and charm of the old part of town. Wall to wall concrete, stucce, the we don't need in this aria. Let's kiep the somewhat natural and open took we have here as compared to the opposite ind of town. Each day from my home on the hillside just belian Polis I look out over this rare fine block wide strip of land with The ocean and islands bigons Many others airc share this lavely sight; not only the drive on Poli. I truly cherish this area. Where

Mable H. McKenna letter dated February 16, 1990 Page 1

Comments acknowledged. The commentor (and others) are concerned about the height limitation in the downtown area. Related issues concerning changes in quality of life associated with increased density, are also addressed in this letter. These concerns are primarily planning issues that need to be discussed in the forthcoming Planning Commission and City Council hearings on the plan.

The Design Guidelines were conceived to minimize impacts to the aesthetics and visual resources in the downtown area. Refer to the expanded discussion of mitigation measures preceding the Design Guidelines.

en my det the

the islands, the green space, the hillsides all in an area comprising a few blocks, primarily the area shown

"Black M."

To the left the view in totally obliterated by toll and large structures which even those involved in their redevelopment project mon- see as an irrevocable mistake.

thease, beta preserve what we have have here not only for contraine although assurances have been made that 4 story buildings will not conceal the decan and uslands from view, when I check out the mostly one and two story heights noto existing and add two story heights noto existing and add two story strong feeling this will not be to I ask you talk ving certain about this there are the views of one person, but I prove they are shared by many, many more who love kenters; I sence vily many, the sence vily many more who love here we will not be senters.

Mable H. McKenna letter dated February 16, 1990 Page 2

The Design Guidelines require preparation of specific visual studies on all future proposals that have the potential to impact view corridors. The language of the plan effectively prohibits construction of buildings that would impact the scenic view corridors downtown. Moreover, all future proposals would be subjected to Planning Commission and/or City Council discretionary review which would afford the public an opportunity to influence future decisions.

RECEIVED FEB - 6

140 Poli Street Ventura, CA 93001 February 2, 1990

Miriam Mack
Redevelopment Administrator
Department of Community
Development
P.O. Box 99
Ventura, CA 93002

Dear Ms. Mack:

I wish to express my appreciation to you, Frank Valeska and the members of your group for extending the opportunity to me to attend the February 1 review of the redevelopment proposal.

You asked for comments and the Santa Barbara Consultant noted that we should be specific rather than offer general observations. The following are areas that I believe require attention.

1. Section 605.3g

g. I question the value of increased height as benefiting the aesthetic quality of the community. Going from 35 feet to 45 feet is a significant increase and clashes with the Spanish style architecture that was displayed during the slide presentation. As you may recall, the early structures were two story that contained courtyards. The decorative towers that were used during the frontier days as watch towers, became ornamental attachments with no functional value.

If developers wish to attract the affluent to purchase expensive condominiums with a view, they should be encourages to build in areas where there is a natural view - on the hills. Since only 15 percent of the housing will be set aside as subsidized, it is ludicrous to have developers build expensive homes with a view for the affluent under the pretense that they are helping the poor.

Incidentally, using averages to determine height that would permit four stories at 45 feet, or up to six stories or 75 feet is a very weak measure of control. It is like sitting on ice with your feet in boiling water - on the average one should be comfortable.

THEREFORE, I AM OPPOSED TO THE PROPOSED INCREASE IN HEIGHT. RESTRICTION THAT WERE SET BY PREVIOUS PLANNERS.

I regret that I do not have the complete report that would provide me with the proper reference. However, I will be specific about Noise, Air Quality and Traffic in the event population density is increased as proposed.

Harry Wugalter letter dated February 2, 1990 Page 1

Section 605.3g

The increase in height limitations has been proposed to facilitate increasing residential density in the Plan boundary area and to encourage mixed use projects that incorporate retail-office and residential uses in proximity to one another.

An increased height limitation does not necessarily result in an incompatibility with Spanish Revival or Spanish Colonial architectural elements although the commentor is correct that <u>until recently</u>, most Spanish Colonial/Revival buildings in the region have not exceeded three stories.

The critique regarding building height is also valid for another reason. Because of the 45 foot height (above surface elevation) of the existing freeway, it is difficult to achieve coastal views along E, L, M & N without exceeding the freeway barrier by at least 5 or 6 feet.

The Design Guidelines include a number of provisions that would exercise strict control over aesthetics, building heights, and other features. Please refer to the expanded discussion of building height setback ratios in the revised introduction to the design guidelines.

Noise: I have to keep the front citing class door circled when the Reiggrounds have programs. The grinding of car races, freeway noise, ctreet fairs and the railroad trains make an impact now What will it be like if we create additional noise opportunities? Friends who visit from the los Angeles area marvel at our low density and wish they had the mame. They are accustomed to so much more noise that they feel that they enter a quiet zone when in my area.

SUGGESTION: THIS POTENTIAL PROBLEM SHOULD NOT BE NEGLECTED DURING THE EVALUATION OF THE REDRVELOPMENT PLAN.

Air Quality: The number of pollutants is on the increase and most comes from gasoline and diesel combustion engines. More vehicles will cause increased problems with the quality of the air. The fog doesn't help the problem.

SUGGESTION: THE INCREASED TRAFFIC THAT WILL COME ABOUT DUE TO THE INCREASE IN POPULATION DENSITY AND THE SUBSEQUENT EFFECT UPON THE QUALITY OF AIR SHOULD NOT BE SET ASIDE AS MINIMAL.

Traffic: The downtown traffir is a mess now and people hold up traffic while waiting for parking places on Main Strest. If you increase the population density thers will be increased traffic and by doing away with the angle parking reduce the number of parking spaces on Main. People don t walk - they drive everywhere and that will cause increased traffic problems as well as adding significant amount of pollutants into the sir.

The number of wehicles in daily commuting from Venture is increasing. Have you ever seen the northbound traffic on HWY 101 at about 5:15 P.M. trying to negotiate the Magon Wheel funnel? If nothing is done, the brake lights will come on at about the Conejo Grade.

SUGGESTION: THE STATE OF CALIFORNIA DOES NOT HAVE A TRAFFIC PLAN. VENTURA DOES NOT HAVE A PLAN. BEFORE YOU AUTHORIZE ADDITIONAL BUILDING AND INCREASING THE POPULATION DENSITY, PREPARE FOR SUCH PROBLEMS.

RECOMMENDATION: YOU HIGHT CONSIDER CLOSING STREETS TO ALL TRAFFIC IN THE AREAS THAT YOU HISH TO DEVELOP AND ENCOURAGE WALKING TO STORES.

Perhaps, at some other occasion we might have the opportunity to chat about the draft I am also very much concerned about the water issue that has now surfaced as a serious problem. It doesn't take much for a community to lose its uniqueness and poor development program can take a beautiful seacoast and turn it into a Hismi Beach. Hany citizens are concerned about the attitude of many developers to exploit and leave. They depend upon you to see that their community retains those characteristics that made this their home.

Again, thank you for your courtesy.

Sincerely.

Adugh ugalla

Harry Wugalter letter dated February 2, 1990 Page 2

Noise: Even with the increased density recommended in the Plan, the primary noise sources impacting the existing homes in the Redevelopment Plan area are external to current land uses downtown. The commentor correctly identifies this problem. The noise to be generated by additional traffic would contribute to a slight increase in ambient noise volumes but these increases are minor compared to the effects of noise generated by Highways 101 and 33, the Fairgrounds, and the railroad.

Air Quality: In response to this and other comments, the air quality findings have been revised to be described as significant and unavoidable. Full mitigation programs will be required of all future development within the Plan boundary, including payment of fees to be used to decrease regional emissions.

<u>Traffic:</u> The City does have a program of planned improvements that is coordinated with the State. The Redevelopment Plan contains a set of mitigation measures designed to reduce traffic and circulation impacts. The consultants have recommended several measures for consideration including closing some streets to through traffic, reducing or eliminating on street parking, and constructing parking structures to alleviate current demand problems.

128 Pofi Ventura, CA 93001 February 15, 1990



Ms. Loretta McCarty CITY HALL Room 125 Ventura, CA 93001

Dept. of Community Developmen Planning Size Buenaventuru

Dear Ms. McCarty:

This is a letter regarding the Downtown Ventura Development. Our general concerns can be briefly expressed:

- (1) That the ocean view from the POLI region be maintained.
- (2) That the unique, smail-town characteristic and feeling of downtown Ventura be retained — that this part of town not become standardized, overly-commercialized, as all redeveloped towns have become with similar type tall office-buildings, businesses, and busy streets.

To enable this to happen, some attention must be given to the following:

- (a) No buildings be allowed higher than two-stories. (This would maintain the ocean view for residents on POLI and above. And provide more protection from earthquakes, less water-use, and less population and traffic.)
- (b) No towers.
- (c) Help the business-people in the area re-develop, re-structure their buildings as many of the present old buildings as possible to provide them the protection they need for earthquakes, and to preserve the atmosphere of old Ventura. (Many shops have closed in the area. There seems to be an aura of helplessness, or nervous waitling, among business-poeple down-town helplessness at their future, and a nervous waitling to be "gobbled up", or go out of business when the "big guys" come into town! Low-interest, short-term loans for small businesses subsidized and organized by the City of Ventura is as important as the large re-development planned by the monied contractors.

This is a compendium of only some of the many thoughts many residents of the area have. And it originates out of a sense that even after all the input, the vocal expressions, council meetings, etc., the people aren't really being listened to. The contractors and big business firms will have their way, and make Ventura what they want

Ms. Loretta McCarty, CITY HALL -2-

February 15, 1990

Ventura to be, not what its people want it to be. The "MONIED" will win out in the end. That is the way it seems to be going here -- as evidenced in so many cities across our land. Ventura will not be for US -- but for THEM! Not for the heauty, comfort, and convenience of US -- but for the benefit of THEM, the big concerns.

Sincerely,

Da. and Man. Pater a. angeles

Dr.and Mrs. Peter A. Angeles

PA/da

Dr. and Mrs. Peter A. Angeles letter dated February 15, 1990 Page 1

Comments acknowledged. These comments are important but are not directed to the adequacy of the EIR. Issues related to earthquake safety and older buildings in the Redevelopment Plan boundary are being studied in a separate EIR currently in preparation. The intent of the plan is to encourage upgrading of the downtown area. These comments should be presented to the Planning Commission and City Council at appropriate hearings.

Barbara Evans

132 Poli Street. Ventura, CA 93001 (805) 643-5734

February 7, 1990

Miriam Mack
The City of San Buenaventura
Redevelopment Agency
501 Poli Street
Ventura, CA 93001

RE: The City of San Buenaventura Downtown Redevelopment Plan Amendment

I think that the Environmentally Superior Alternative (pages 264-272) is quite good except for the following sections:

Pg. 266. Noise. $(\underline{2})$ and $(\underline{3})$. The only reason I can think of to allow high rise developments which will block the view of existing homes would be so that the developer could sell condos with an ocean view. If the orientation of these condos is away from the ocean view what would attract buyers?

Pg. 266 Noise. $(\underline{6})$ There is no mention of Fairground noise. Was any study made of this problem? How could I get the noise level at my condo evaluated?

 $Pg.\ 269.\ Section\ 605.3g.\ g.\ No$ building in the Redevelopment area ahould be more than 3 stories in height.

Pg.272 8. The construction of decorative towers, campaniles, spires and rotundas should be included in the computation of building height. Not including these elements in the building height would allow developers to build structures that are inappropriate for the area.

Is the 75° height also being recommended for blocks O and T?

I strongly support using Art in Public Places funds for streetscape improvements and appropriate decorative elements on buildings.

Is it correct that the city has given approval for additions to the Ventura County Museum of History and Art which will cover some of Mission Park?

Mission Park needs to have its facilities improved. Busloads of adult tourists can be seen, after touring the Mission and museums, looking around hopefully for someplace to sit down and rest. The groups of school children who are brought by their teachers usually just sit on the grass while the teacher talks to them. This must often be rather cold and damp since the lower part of the park is usually overwatered and muddy.

Groups who come to the park intending to have picnics sometimes pack up and leave when they find the conditions too uncomfortable.

Barbara Evans letter dated February 7, 1990 Page 1

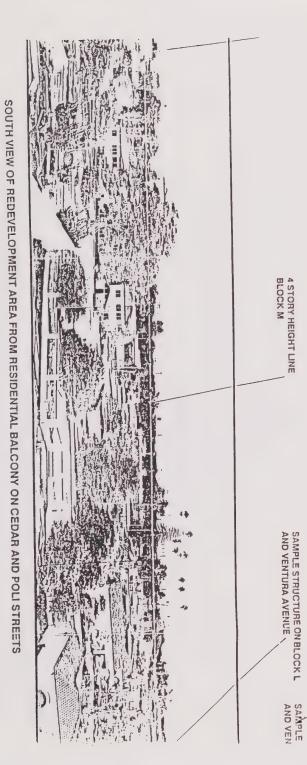
Noise: Comment acknowledged. For clarification, it should be understood that the orientation of exterior spaces within new residential construction could be oriented toward the ocean but high noise levels along the highway corridor will require special construction to reduce noise impacts. In addition, the document makes it clear that site distance to the ocean can only be achieved by constructing buildings that are at least 48 feet high along Blocks E, L, M, and N.

Fairground noise was included in the evaluation of impacts. The standard values for assessment are based on 24 hour averages so the significance of periodic high intensity noise is diminished by the averaging procedure. The only effective way to minimize noise from the fairgrounds would be to create a noise ordinance which would limit activities at that location.

Building Heights: Building height limitations should be argued before the Planning Commission and City Council. The EIR was required to assess the impacts of construction over 35 feet. A revised discussion and an illustration of how building heights will be computed on an average basis has been added to the Final EIR. The 75 foot height limitation applies to Blocks E, L, M, and N.

Art in Public Places: Comment acknowledged. Based on the recent hearings on the Plan, it is apparent that most members of the public support this reorientation of the Art in Public Places Program. The last two paragraphs of this comment illustrate the need for a more broadly based Art in Public Places Program.

Please re-do this computer simulation showing the proposed buildings for blocks E.L.M and N from this viewpoint and also from the viewpoint of the Main Street sidewalk. Please also show something at the proposed 75' height. Would all turrets, towers, spires and domes have to be 75' or less? Would they be allowed to exceed 75'?



Barbara Evans letter dated February 7, 1990 Page 4

The simulations and cross sections both illustrate that some infringement on skyline views will occur if the height limitation is modified. This impact was determined to be significant but mitigatable with the implementation of design guidelines discussed in the EIR. No building element would exceed 75 feet in height. A tower element in the simulation and in the cross sections has been included to illustrate the visual impacts of a 75 foot architectural element.

Attached to these comments were a set of photographs with recommendations and suggestions. These photographs are reproduced on the following pages.

Photos taken from 124 Poli Street showing the very attractive roofs of the newer buildings. Every effort should be made to include good looking roofs on new buildings.



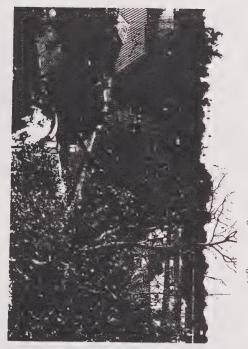












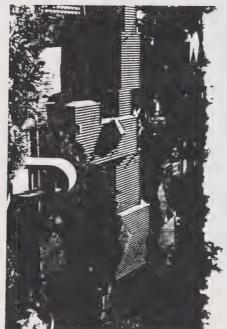


I would like to see the city purchase, when it is available, the land surrounding the Ortega Adobe so that it is sitting in a mini park.













This new 2 story building really pops out at you. Exactly how high is this building?





When the redevelopment area is viewed from the Poli Street sidewalk the dominant impression is of tile roofs, trees and some ocean. Very pleasant and restful.



Photos taken from Poli Street sidewalk near Palm.



Photos taken from Eastwood Park show what an important part of the view is provided by the freeway-screening trees.





Any buildings over 2 stories in height in blocks E,L,M and N will block the ocean view from the Mission View Townhomes and will also destroy that same view as seen from the sidewalk above the Albinger Museum and on Main Street. They would have to be outstandingly attractive buildings to be more beautiful than trees, ocean and islands.



Photo taken from Main Street sidewalk.

Valdez Alley/Eastwood Park is an example of a really good landscaping project from the last redevelopment plan. Although it is hard for the city to keep up with the vandalism and maintenance it is a beautiful addition to the neighborhood. It is also heavily used by tourists and schoolchildren who visit the Albinger Museum and the old Mission filtration structure.

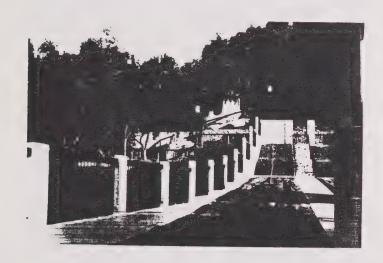






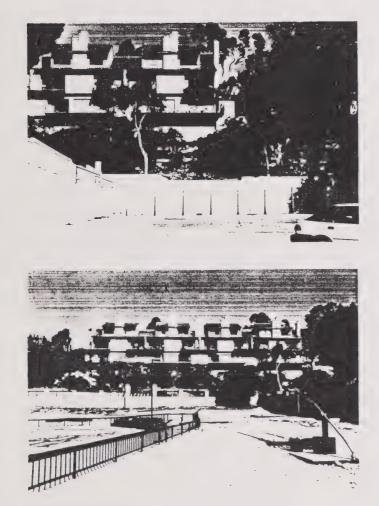
Photo taken from 132 Poli Street.



Photo taken from public walk on North of Albinger Museum.

The Mission View Homeowners Association property is all but surrounded by city property: Poli Street and sidewalk on the North, Valdez Alley on the West and the Albinger Museum on the South.

We would like to have recommendations from the city's landscape architect about ways to make our landscaping fit in better with the city's landscaping.



Love the Agriculture Surfaced --

2/16/40 Diane Colinges

Man Mixiam Mack.
Sedevelopment Aging.
City of fan Buenaventura
501 Bluft - Pin 125
Ventura Ca 9302-0099

EGEIVE D

Dept. of Community Development Planning San Buenaventura

Re: Sedevelopment Ran for Historice Clar Was mack

New-condominums, wo want to give your our view of the prosed - 6 story fullings in the apen bounded by Thompson Blod, Souta Clara, South Garden

Joseph ago we Jarchard our unit society in the fact that thus far the selevel of ment recomflished in the fact that the his breathed the historical and presented the house always have the things to assume the continuation of the things to assume the continuation of the special man for the continuation of the special man for the continuation to see the special months.

Don and Virgina Umland letter dated February 16, 1990 Page 1

Comment acknowledged. This comment does not contain specific information relating to the EIR. The issues raised in this letter should be discussed at the Planning Commission and City Council hearings that are forthcoming.

. to the our known wests allowed to organ to the reduced from Elginey . The ffee problems will inches a wait. The apparation be one cerbon month hatacter will percent our supering the a exam the fel inder well determente with the construction of and town his men iont repeat the in me me taken that made whire the lity altowed the Hotolog han and - the sugh seen afrestmenta at Santa Cara and Fabra to be built Have buildings it not fortingand obstruct view - in what otherwise is a . be entiful area (, dofice - laving in the proposed towers would sugar the open those if usethat how them now the cutton pend only projects that have - been recomplished to date havebeen in jour tait and makes being with the fustorie character of old- Visitura " We show to continued - improvements that fit in weeth what her absorby alin Kone ... The came is henture to got away Hem the traffer in the smed and

the for alk of an that live in france.

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Don and Virgina Umland letter dated February 16, 1990 Page 2

Comment acknowledged see prior response.

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CITY OF SAN BUENAVENTURA

802

ATE OF CALIFORNIA-THE RESOURCES AGENCY

GEORGE DEUKMEJIAN, Governor

The second secon

ALIFORNIA COASTAL COMMISSION

OUTH CENTRAL COAST AREA 5 DE LA VINA INTA BARBARA, CA 93101 35) 963-6871



March 2, 1990

Loretta McCarty, Advance Planning Community Development Department City of San Buenaventura P.O. Box 99 Ventura, CA 93002-0099

Re: Ventura Downtown Redevelopment Plan Amendment/Boundary Extension Draft EIR/EIS (SCH# 88092813)

Dear Ms McCarty:

Staff has reviewed the draft EIR/EIS for the City of San Buenaventura Downtown Redevelopment Plan Amendment and Boundary Extension. We would like to commend the City for the significant effort and progress made on the amendment of the Redevelopment Plan, which is inevitably an arduous process. A portion of the Redevelopment area including the proposed boundary extension area, is located in the City's coastal zone. As a responsible agency, we would like to provide the following comments. Since the project will ultimately include a Local Coastal Plan (LCP) amendment, we hope these comments, which are necessarily limited due to our continuing budget and staffing constraints, will assist the City in its review and consideration of the project.

The proposed Redevelopment Plan amendment includes plans to facilitate an interrelated mix of appropriate land uses to upgrade the downtown area, enhancing its economic viability and aesthetic enhancement of the community. Adoption and implementation of the plan as amended is a complex process involving considerable governmental coordination and public participation. The Draft EIR has effectively captured and summarized the necessary steps in the Redevelopment Plan amendment process and resulting potential impacts, in keeping with the informational purpose of CEQA. For ease of review our comments are organised according to the pertinent section of the DEIR.

Project Description:

The EIR Project Description includes a Coastal Plan amendment in its list of discretionary actions necessary to implement the project, which is helpful in understanding the future processing.

Affected Environment:

The cumulative impacts described in the DEIR (p. 26) do not include the proposed CSU project at the Taylor Ranch, across the Ventura River. Since this is a reasonably anticipated future project producing related or cumulative impacts, it would be appropriate for this project to be included. The Phasing Recommendations portion of the Project Description (p. 9) includes

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California Coastal Commission Virginia Johnson letter dated March 2, 1990 Page 1

Project Description

Comment acknowledged. No response necessary.

Affected Environment

The development of a California State University Campus on the Taylor Ranch property west of the Ventura River was discussed in the cumulative project description to the degree that it is currently possible to describe this project at this time. The potential construction of a California State University at this location is considered speculative. Given the level of specificity that is included in the cumulative project description, it is not possible to obtain comparable information for this proposed University project. The construction of a State University on the Taylor Ranch will be the subject of a separate environmental document if plans do proceed with the project. The most recent information available from the state university system indicates that there are several other priority areas in the state where state universities would be constructed prior to instituting a development program on the Taylor Ranch.

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Ventura Redevelopment Plan DEIR March 2, 1990 Page 2

the following statement:

Development of [the Blocks E, L, M and N] core area is ... best undertaken once the proposed State University on the Taylor Ranch is in a more advanced state of planning. The downtown Redevelopment Area would ultimately be linked to the proposed university through its proximity, accessibility and street system relationship. The financial opportunities provided by the influx of a student population (a sector of California's economy that has a very high per-capita retail and service industry expenditure) should be taken into account in long term planning within the Redevelopment Area.

Inclusion of the proposed CSU project among the future projects appears to be particularly important, given the Redevelopment Plan amendment's proposed increase in residential units, significant traffic and air quality impacts, and the proposed increased public services such as sewer capacity and water demand. Further, potentially significant impacts could result from increased use of the beachfront area by students, especially in the Surfer's Point Park and Ventura River mouth area which has already recently experienced a significantly increased intensity of use.

Project Consistency with Plans and Policies.

Local Coastal Plan: The Project Consistency with Plans and Policies section (p. 44) includes a summary of applicable Coastal Act and City of San Buenaventura certified Local Coastal Plan (LCP) policies that is somewhat incomplete. Other coastal issues include increased intensity of land use, habitats (Ventura River), air quality, and protection of special destination communities and neighborhoods, some of which are discussed further in the specific comments section. Policies addressing these issues that are not already summarized in the DEIR can be found in Coastal Act Sections 30240, 30250, 30252, 30253, 30254, 30255. On a minor note, the introductory paragraph of the Local Coastal Plan section (p. 44) includes the Downtown community, but appears to mistakenly omit the Avenue Community in describing applicable policies.

The Project Consistency section should also clarify that the Coastal Act provides the standard of review for an LCP amendment. This will aid in understanding why the EIR should analyze project consistency with Coastal Act policy. The standard of review for an LCP Land Use Plan amendment is the Coastal Act, while an Implementation Plan (in this case, the Coastal Zoning Ordinance) must be adequate to carry out the policies of the Land Use Plan. The proposed Redevelopment project appears to entail amendment to both the City's LCP Land Use Plan and the Zoning Ordinance. We recognise that the EIR is a programmatic EIR, and additional, more detailed environmental review may follow as determined appropriate for each phase of the project. However, a summary of the above coastal issues and review of consistency would provide quidance for consideration of the amendment.

To make the Redevelopment Plan amendment potentially consistent with LCP policy, the DEIR recommends as a mitigation measure that the City pursue policies which assist rehabilitation of existing hotel rooms or developing a hostel site within the Downtown Redevelopment Area (p. 45). We would suggest that a more effective method would be for the City to establish and adopt a

California Coastal Commission Virginia Johnson letter dated March 2, 1990 Page 2

Comment acknowledged regarding the relationship between future development in the Redevelopment area and the timing of any future Taylor Ranch development. Because there is not even basic information about the potential size of this new campus, it is difficult to even speculate at this time about the potential impacts of this project on recreational amenities at the Ventura River mouth.

Project Consistency with Plans and Policies

The plans and policies in the Coastal Act and the City of San Buenaventura certified local coastal plan that have been discussed in the Draft EIR are those that, in the consultants judgement, are most relevant for consideration. Nearly the entire Redevelopment Plan area is located in the Downtown community and only a very small portion of the plan boundary falls within the Avenue community. In the consultant's judgement, the Coastal policies that are most relevant for consideration in the EIR are those which apply to the nearshore areas and the Downtown Community.

The issues raised in this comment regarding project consistency with the Local Coastal Program are planning concerns that would best be addressed in greater detail by the Coastal Commission at the time the Planning Commission and City Council consider the Redevelopment Plan Amendment. The project consistency discussion provided in this EIR is only the consultant's independent evaluation of plan consistency. If any disagreements exist between the consultants recommended findings and the concerns of Coastal Commission, these disagreements should be resolved through interagency discussions prior to the forthcoming Planning Commission hearing on the project. The consultant would encourage the City staff and Coastal Commission staff to discuss any residual plan consistency determinations not enumerated in the EIR in a separate memorandum prior to Planning Commission approval.

The consultants have recommended several methods for implementing Local Coastal program policies including the rehabilitation of existing hotel rooms or developing a hostel site. The Coastal Commission's support of these recommendations is acknowledged. Comments encouraging the City to establish and adopt a specific implementation plan for lower cost visitor serving commercial uses are acknowledged. Comments regarding the emphasis of the Plan on low cost visitor serving accommodations should be addressed to the Planning Commission and City Council at the time the Plan is evaluated by these decision-making bodies.

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Ventura Redevelopment Plan DEIR March 2, 1990 Page 3

specific ration of lower-cost visitor-serving commercial uses, especially visitor accommodations, to medium and higher-cost uses within the Redevelopment Area. We would also suggest that the City pursue policies of both assisting rehabilitation of existing hotel/motel rooms and developing a hostel site within the Downtown Redevelopment Area, since hotels and hostels offer different types of tourist experiences and serve different sectors of the visitor population.

Boundary Extension Area II: Extending the Redevelopment Boundary to include the Texaco Oil tank farm could enhance the visitor serving commercial orientation designated in the LCP by potentially expediting the phase-out of the existing use. The DEIR notes that the proposed amendments to the Redevelopment Plan do not include specific implementation language for LCP policies of enhancing low-cost visitor-serving commercial uses. While inclusion of such language would be beneficial and is encouraged, implementation of Redevelopment Plan projects must in any case be consistent with the City certified Coastal Plan.

Critical Environmental Effects:

<u>Traffic:</u> The draft EIR identifies several areas of significant environmental impacts relating to traffic issues and recommends mitigation methods such as signal installations, retiming of existing signals and expansion of existing turn lanes. However, these mitigation measures might be more effective if they were linked to specific Level of Service (LOS) thresholds. For example, installation of a signal at the Thompson Blvd./Dak Street intersection is recommended "when warranted." The EIR should recommend an LOS at which such installation is warranted. Also, it is unclear how monitoring of delays experienced at the northbound California St./U.S. 101 off-ramp would partially mitigate the degradation of LOS resulting from addition of Phase II traffic. The DEIR does not address the residual impacts of increased traffic flow on visitor-serving commercial facilities and coastal access.

Other mitigation measures recommended for traffic impacts include retiming traffic signals. Has this truly proved an effective mitigation measure in similar urban redevelopment projects with existing poor LOS? Potential "ripple effects" on other, adjoining intersections resulting from retiming should be addressed. Examples of intersections that could be adversely affected include the California St./U.S. 101 Northbound off-ramp, and the Thompson Blvd./California St. intersection. We endorse the use of alternative methods of transportation and programs for modifying peak traffic periods, currently being implemented by both the City and County governments. We also suggest that the EIR include a discussion of potential alternative site planning such as pedestrian blocks, which may be particularly useful should Junipero Street be abandoned as proposed.

The use of bicycles should continue to be encouraged and facilitated. Bikeway right-of-ways may be adversely affected due to a general increase in automobiles, parking facilities, and trip generation within the downtown area. For example, would road widening include relocation of bike lanes, and is the necessity for so doing factored into the projected road capacities? The EIR should include a discussion of the potential adverse impacts of the proposed project on use of existing bicycle lanes.

California Coastal Commission Virginia Johnson letter dated March 2, 1990 Page 3

Boundary Extension Area 2

The consultant has recommended several mitigation measures which provide discretion to the City regarding the period of Plan implementation. The definition of acceptable levels of service and the decisions regarding when signals are warranted are decisions that should be made by City engineering and planning staff rather than the consultant. The City does have adopted criteria regarding the satisfactory levels of service in urban areas.

The monitoring of delays at the northbound California Street/U.S. 101 offramp has been linked to rephasing signals in this vicinity. Based on the analysis provided by the traffic consultant, there does not appear to be any residual significant impact related to increased traffic flows on visitor serving commercial facilities and coastal access. No plans exists at this time to make any changes to the existing coastal access circulation strip. Most of the traffic associated with the project will be distributed north rather than south of the highway.

The evaluation of signal timing is an important mitigation measure in this case because of the interlinkage of intersections with signals that are located in close proximity to one other. This City has already undertaken at least one recommended signal timing change which has improved level of service in the Redevelopment Plan boundary vicinity. Comments are acknowledged regarding the use of alternative methods of transportation for diminishing peak hour traffic. The revised air quality guidelines issued by the County require offsite mitigation measures and the payment of fees as well as TRIM plan adoption.

The use of bicycles and other modes of transportation is encouraged in the existing plan. Constal Commission support for this concept is acknowledged. The City is currently monitoring onstreet parking and road capacity constraints and considering the installation of bikelanes in critical traffic corridors.

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Ventura Redevelopment Plan DEIR March 2, 1990 Page 4

Parking: Parking impacts within the project are identified as less than significant. The DEIR concludes that additional parking demand will be mitigated and satisfied with the provision of increased on site parking. While this may mitigate the demand generated by new projects proposed in the less dense eastern portion of the downtown area, it would not address any existing parking shortage in the western portion which will in some cases worsened by the overall increase in density.

The introduction of more bicycle user amenities could be discussed as possible mitigation measures for parking and traffic impacts. Some suggestions include: more bicycle parking facilities, bicycle/bus service combinations, employer/employee incentives in redevelopment projects, and more and better designed bikeways. Finally, development of a hostel facility at the Block U (Texaco) site could significantly reduce the number of Average Daily Trips generated by buildout of the project, in addition to providing low-cost visitor-serving accommodations, consistent with the City's Coastal Plan.

Public Services:

Coastal Act Section 30254 provides in part:

...Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

Adequacy of public services to accomodate the proposed development is of considerable importance in reviewing consistency of the project with the Coastal Plan and Coastal Act. While a certain increase in intensity of land use may be expected with redevelopment, the proposed amendment would double the allowable residential units from 500 to 1000 units. To reduce adverse impacts to public services, the DEIR recommends expansion of sewer lines. Buildout of the Redevelopment project, would press the City Wastewater Reclamation Plant beyond design capacity. At the time of DEIR circulation, the project effects on water supply were determined to be adverse but less than significant (Class III). Given the Ventura City Council's recent action declaring a water shortage emergency, the Final EIR will presumably upgrade the effect on water supply to Class I or Class II significant impacts, and will provide updated figures and analysis for projected supply and demand generated by each phase of the project and by the cumulative effects of the project.

Keeping in mind that the ElR is programmatic, we would still suggest that issues of concern relative to public service capacity and consistency with the Coastal Plan and Coastal Act be summarized and any potential inconsistencies be identified.

Visual Resources:

The Local Coastal Plan section (p. 201) of this section has omitted the specific height standards by zone set forth in the Coastal Zoning Ordinance. These can be found in the Ordinance as follows: D-T-R (Downtown

California Coastal Commission Virginia Johnson letter dated March 2, 1990 Page 4

Parking

The scope of future parking to be provided in tandem with the development of Blocks E, L, M, and N has yet to be determined. Adequate parking will be planned for all future developments. In addition, some additional parking may be provided through the creation of parking structures which contain parking in excess of ordinance requirements. Comments regarding the addition of bicycle user amenities are acknowledged. Suggestions contained in this paragraph should be included in a letter to the Planning Commission at the time the Commission considers the Redevelopment Plan.

Public Services

Although the plan language currently limits residential development to 500 units, the consultant has consistently indicated that the total number of new residential units that are apt to be constructed in the Redevelopment area would probably not exceed a total of about 750 units at full buildout. The water supply discussion in the Final EIR has been expanded considerably in response to detailed comments provided by the Casitas Municipal Water District. The impacts of the plan language would be based on average conditions rather than drought conditions.

Visual Resources

The Zoning Ordinance limitations are acknowledged. No response is necessary.

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Ventura Redevelopment Plan DEIR March 2, 1990 Page 5

Redevelopment) zone, Sect. 8129C; C-T-O (Commercial - Tourist-Oriented) zone, 8127C; and P (Parks) zone, 8129D. These standards provide for maximum heights of generally 3 stories or 35 feet, and in the C-T-O zone, up to 45 feet with findings.

Increase in Height Standards: The DEIR identifies the proposed increase in height standards from 35 feet in most areas of the Coastal Zone portion to 45 feet and up to 75 feet in the Phase II (Block E, L, M, N) area as a Class III or less than adverse significant impact. (Note: In our copy of the Appendices, pages 18 and 19 and the top half of pages 20 and 21 of the Redevelopment Plan Text were missing. Therefore, we are unable to determine if the standards apply to all areas; this is somewhat unclear.) In the Project Need section (p. 21), the EIR points to the irreversible adverse impacts of U.S. Highway 101 as partial justification for increasing the height limits in the Phase II block. A portion of this area, Block L, would include a landmark building containing retail commercial on the ground floor and residential condominiums above (p. 16, DEIR). Thus the apparent beneficiaries of the increased height limitations would be private individuals. However, public views are adversely affected by Highway 101 from the downtown core area, and would be significantly, if to a less than adverse degree, impacted by the proposed height standard relaxation with no apparent correlated benefit. As noted in the Local Coastal Plan section of the EIR (p. 45), Coastal Act Section 30251 provides that "...permitted development shall be sited and designed to protect views to and along the ocean ... and, where feasible, to restore and enhance visual quality in visually degraded areas." The otherwise excellent visual analysis should include recommendations for providing standards to assure that a generous proportion of the uppermost levels in any multi-storied projects be open and available for public use and enjoyment.

We support the DEIR's statement regarding the importance of the Figueroa Street corridor. We would suggest that the Redevelopment Plan emphasize to the greatest extent possible enhancing this link between the Downtown area and the beach using bike lanes, signs, providing maps through the City Parks Department, encouraging parades and races along this corridor, and other means.

Finally, we recommend that the EIR include analysis of potential nbiological impacts resulting from increased accessibility to and use of the beachfront area, particularly in the Sensitive Habitat (SH) area of the Ventura River estuary. As you may be aware, the estuary may be considered for Marine Reserve status in the near future. Related impacts would be the potential adverse effects of increased flow of drainage water into the Ventura River.

In conclusion, we again express our appreciation for the City's and report preparers' efforts to provide a generally clear and thorough Program EIR for the Redevelopment Plan Amendment. We appreciate the opportunity to comment, and will be happy to provide additional comment and assistance on the upcoming LCP amendment. Should you have any questions, please don't hesitate to call.

Virginia Gardiner Johnson

cc: Garrett Ashley. SCH Miriam Mack, Redevelopment Director Everett Millais, Community Development Director Daye Loomis, Santa Cruz Office California Coastal Commission Virginia Johnson letter dated March 2, 1990 Page 5

Increase in Height Standards

The comment regarding the finding that visual resource impacts are not significant on Blocks E, L, M, and N is unclear; the EIR states that view corridor effects and aesthetic impacts are classified as Class II impacts subject to mitigation. Aesthetic and visual resource impacts are significant and would be mitigated by careful implementation of the Design Guideline restrictions contained in Aesthetic Resource section.

There are several protective measures in addition to Design Guidelines that have been incorporated into the Plan language which require that view corridor impacts are minimized to insignificance. The inclusion of a landmark building on Block L is only a consultant recommendation and will not necessarily represent the architectural decision making of individual applicants in the future.

Public view corridors have been considered from both and south of the highway in the EIR. The view corridors from Highway 101 north towards the City has been discussed in the document. Because of grade differentials and the height of the freeway, view corridor impacts to the Downtown Redevelopment area from the coastal strip are insignificant. Blocks E, L, M, and N, the only areas where height limits of greater than 45 feet would be permitted, cannot be observed from coastal strand.

The planned use of the upper stories of multi-story buildings is a subject that was discussed by the consultants and the City. A number of recommendations have been made but no specific development proposals have been provided. Future developers will be required to abide by Design Guidelines and presumably the City will continue to consult with professional designers in guiding the course of aesthetic development in the Downtown area.

The inclusion of potential biological impacts resulting from increased accessibility to the beachfront was not identified in any of the scoping documents as a potential significant effect. The consultants believe that existing restrictions on access and City policies adequately protect the coastal strip. This issue will be a subject of discussion for any detail or specific plans that are submitted in the future.



DEPARTMENT OF THE ARMY

LOS ANGELES DISTRICT CURPS OF ENGINEERS
PO BOX 2711
LOS ANGELES CALIFORNIA 90053 2325

February 22, 1990

Office of the Chief Environmental Resources Branch

Ms. Loretta McCarty City of San Buenaventura Department of Community Development 501 Poli Street P.O. Box 99 Ventura, California 93002-0099



Dept. of Community Development Planning San Buenaventura

Dear Ms. McCarty:

We have reviewed the Draft Environmental Impact Report (DEIR) for the Buenaventura Downtown Redevelopment Plan, as requested in a letter from your office, dated January 5, 1990.

Work in waters of the United States might require a permit under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. Please give our Regulatory Branch documentation that clearly describes the area and extent of any proposed work in watercourses and adjacent wetlands to help us make that determination.

If the proposed project involves any Federal assistance through funding or permits, compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f) and implementing regulations, 36 CFR 800, will be required.

We have no specific comments on the (DEIR).

Thank you for the opportunity to review and comment on this document.

Sincerely,

Robert S. Joe

Chief, Planning Division

Department of the Army Robert S. Joe letter dated February 22, 1990 Page 1

A copy of the Final EIR will be forwarded to the Army Corps of Engineers. At this time, there is no indication that any portion of the project undertaking will occur within or near an existing wetland or sensitive habitat. The balance of this comment is acknowledged.

STATE OF CALIFORNIA-OFFICE OF THE GOVERNOR

GEORGE DELIKMEJIAN, Governo

OFFICE OF PLANNING AND RESEARCH 1400 TENTH STREET 54CRAMENTO, CA 95814





March 2, 1990

LOretta McCarty City of Ventura 501 Poli Street Ventura, CA 93001 Subject:

Dept. of Community Development Flenning San Suenaventure

Subject: Redevelopment Plan Amendment, SCH# 88092813

Bear Ms. McCarty:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation. These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Flease contact Garrett Ashley at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Portola Va

David C. Nunsnkamp Deputy Director, Fermit Assistance

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cc: Rasources Agency

DEPARTMENT OF WATER RESOURCES RECOMMENDATIONS FOR WATER CONSERVATION AND WATER RECLAMATION

To reduce water demand, implement the water conservation measures described here.

Required

The following State laws require water-efficient plumbing fixtures in structures:

- o <u>Health and Safety Code Section 17921.3</u> requires low-flush toilets and urinals in virtually all buildings as follows:
 - "After January 1, 1983, all new buildings constructed in this state shall use water closets and associated flushometer valves, if any, which are water-conservation water closets as defined by American National Standards Institute Standard Al12.19.2, and urinals and associated flushometer valves, if any, that use less than an average of 1-1/2 gallons per flush. Blosout water closets and associated flushometer valves are exempt from the requirements of this section."
- O Title 20. California Administrative Code Section 1604(f) (Appliance Efficiency Standards) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979, and known as ANSI A112.18.1M-1979.
- o <u>Title 20. California Administrative Code Section 1606(b)</u> (Appliance <u>Efficiency Standards</u>) prohibits the sale of fixtures that do not comply with regulations. No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards.
- o <u>Title 24 of the California Administrative Code Section 2-5307(b)</u>
 (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.
- Title 24, California Administrative Code Sections 2-5352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. These requirements apply to steam and steam-condensate return piping and recirculating hot water piping in attics, garages, crawl spaces, or unheated spaces other than between floors or in interior walls. Insulation of water-heating systems is also required.

The Resources Agency

Memorandum

Done

FEB 2 1990

- 1. Gordon F. Snow, Ph.D.
 - Assistant Secretary for Resources
- City of Ventura
 Poli Street
 Ventura, CA 93001
 Attention: Loretta McCarty

From - Department of Water Resources

Los Angeles, CA 90055

Subject - D

DEIR for The City of San Buena Ventura, Downtown Redevelopment, Plan Amendment and Boundary Extension, EIS 478-1487, dated December 1989, SCH 88092813

Your subject document has been reviewed by our Department of Water Resources staff. Recommendations, as they relate to water conservation and flood damage prevention, are attached.

After reviewing your report, we also would like to recommend that you further consider implementing a comprehensive program to use reclaimed water for irrigation purposes in order to free fresh water supplies for beneficial uses requiring high quality water supplies.

For further information, you may wish to contact John Pariewski at (213) 620-3951. Thank you for the opportunity to review and comment on this report.

Sincerely,

Charle R. White

Charles R. White, Chief Planning Branch Southern District

Attachments



Gordon F. Snow letter dated February 2, 1990 Page 1

Comment acknowledged regarding the use of reclaimed water. The City is currently evaluating ways in which water conservation can be more successfully practiced on a City-wide basis. The attached guidelines and recommendations are acknowledged.

- Meulth and Safety Code Section 4047 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. Included is the requirement that, in most instances, the installation of the appliance must be accompanied by water conservation devices on fixtures using softened or conditioned water.
- o Government Code Section 7800 apecifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit flow of hot water.

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Interior:

- Supply line pressure: Water pressure greater than 50 pounds per square inch (psi) to reduced to 50 psi or less by means of a pressure-reducing value.
- Drinking fountsins: Drinking fountains be equipped with self-closing valves.
- Hotel rooms: Conservation reminders be posted in rooms and restrooms.
 Thermostatically controlled mixing valve be installed for bath/shower.
- 4. Laundry facilities: Water-conserving models of washers be used.
- 5. Restaurants: Water-conserving models of dishwashers be used or spray emitters that have been retrofitted for reduced flow. Drinking water be served upon request only.*
- 6. <u>Ultra-low-flush toilets</u>: 1-1/2-gallon per flush toilets be installed in all new construction.

Exterior:*

- 1. Landscape with low water-using plants wherever feasible.
- Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.
- Group plants of similar water use to reduce overirrigation of low-water-using plants.
- Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.

- Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
- Preserve and protect existing trees and shrubs. Established plants are
 often adapted to low-water-using conditions and their use saves water
 needed to establish replacement vegetation.
- 7. Install efficient irrigation systems that minimize runoff and engineers a and darkings the water that will reach the plant most. Duly linearly in, still tour one sensite, and automatic engineers system system.
- Use pervious paying material whenever feasible to reduce surface water number and to aid in ground water recharge.
- Professions on that commonly of supplied water as no intrest.
- Intertigate the feasibility of using reclaimed waste water, stored rainwater, or grey water for irrigation.
- 11. Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge.
- Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new developments. This aids ground water recharge.
- To sid in ground water recharge, preserve flood plains and aquifer recharge areas as open space.

^{*}The Department of Water Resources or local water district may aid in developing these materials or providing other information.

FLOOD DAMAGE PREVENTION

In flood-prone areas, flood damage prevention measures required to protect a proposed development should be based on the following guidelines:

- It is the State's policy to conserve water; any potential loss to ground water should be mitigated.
- 2. All building structures should be protected against a 100-year flood.
- 3. In those areas not covered by a Flood Insurance Rate Map or Flood Building and Floodway Map, issued by the Federal Emorgancy Medago of Publish to Pillipear Flood elevation and country should use to be a transfer Environment's Ingle Austra.
- 4. At least one month of ingross and egoess to the development similities a large side-jean float.
- The supplying intending in designs for all sometimes which is not need sometimes and engineering an dies, expecially for individual developmints.
- 6. Revegetation of disturbed or newly constructed slopes should be done as soon as possible (utilizing native or low-water-using plant material).
- The potential damage to the proposed development by mudflow should be assessed and mitigated as required.
- 8. Grading should be limited to dry months to minimize problems associated with sediment transport during construction.



15.0 LIMITATIONS ON LIABILITY

The Planning Corporation shall not be liable for costs or damages to any third parties caused by delays or termination of any project due to judicial or administrative action. This limitation of liability does not in any way alter any contractual obligations which the Planning Corporation has with the City of San Buenaventura.







U.C. BERKELEY LIBRARIES

